Province of British Columbia

Annual Report 1987-88

MINISTRY OF TRANSPORTATION AND HIGHWAYS

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To the Honourable DAVID C. LAM,
Lieutenant Governor of the Province of British Columbia.

MAY IT PLEASE YOUR HONOUR:

I am pleased to submit the Annual Report of the Ministry of Transportation and Highways for the period of April 1, 1987 to March 31, 1988.

Neil Vant
Minister of Transportation and Highways

The Honourable Neil Vant,
Minister of Transportation
and Highways,
Parliament Buildings,
Victoria, B.C.

SIR:

We have the honour to submit the Annual Report for the fiscal period ending March 31, 1988.

Respectfully submitted,

M. V. Collins, *Deputy Minister*

G. S. Hogg, *Assistant Deputy Minister*
Administrative Services

B. R. McKeown, *Assistant Deputy Minister*
Planning and Major Projects

D. P. Doyle, *Assistant Deputy Minister*
Highways Operations

R. K Jackman, *Superintendent of Motor Vehicles*

MISSION AND OBJECTIVES

MISSION

To provide and maintain safe and efficient movement of people and resources on a provincial transportation system in conjunction with the economic development of the Province in a socially and environmentally acceptable manner.

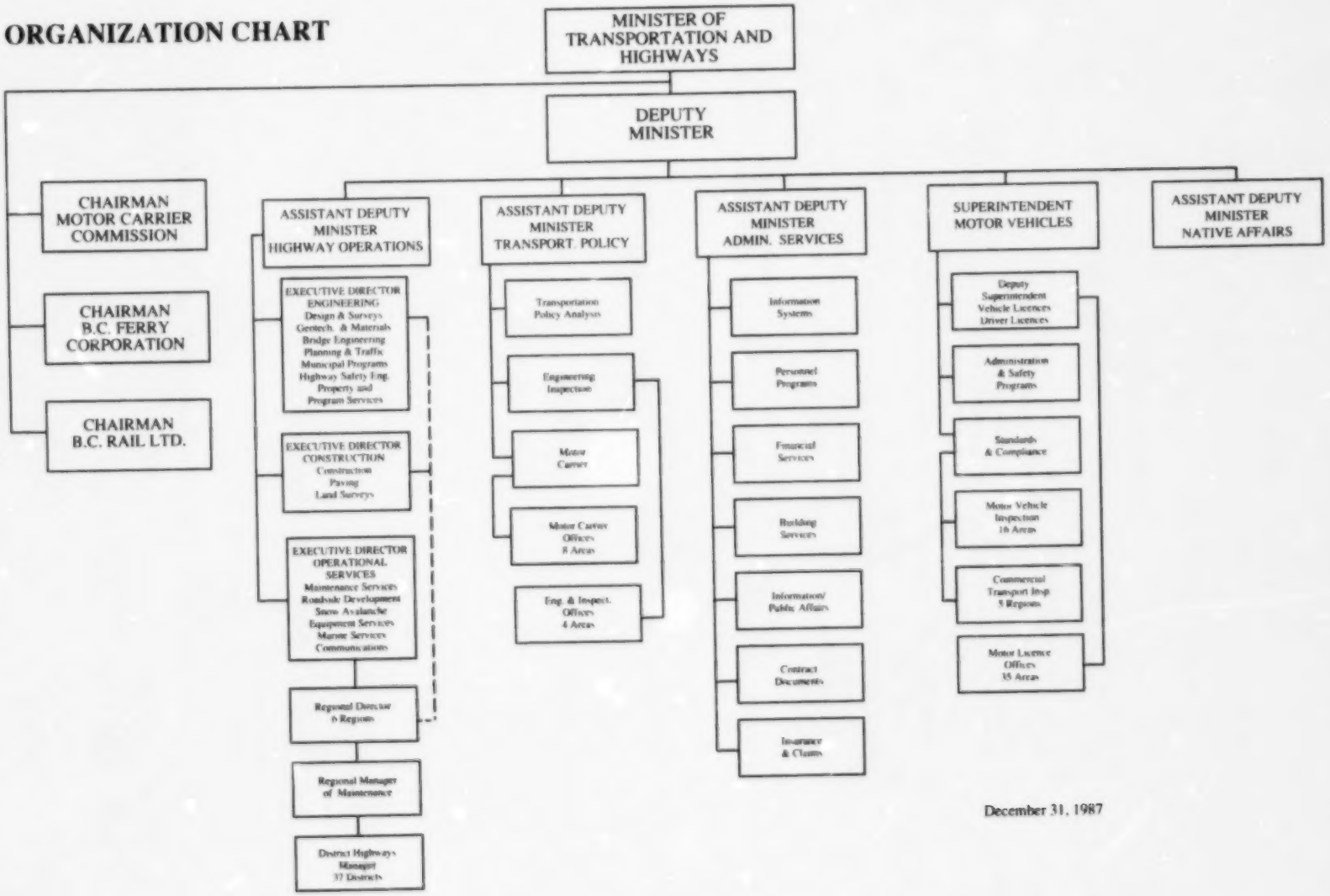
OBJECTIVES

- To design, construct, operate and maintain a safe highway and inland ferry system in British Columbia.
- To develop regulations for safe standards for highway conditions, vehicle equipment, driving habits and skills at an optimum level.
- To support, accelerate and enhance development of air transport services within the Province and assist in the development of community airport facilities.
- To develop and enforce standards for the commercial transport industry.
- To regulate public carrier services including buses, trucks, and taxis.
- To ensure that aerial tramways, pipelines, and railways under provincial jurisdiction are maintained and operated to acceptable standards.
- To formulate air, marine, rail and vehicle transportation policies, improve systems and services in support of social and economic development of British Columbia.
- To provide information and expertise in drafting legislation and regulations for inter-provincial, extra-provincial and federal/provincial transportation matters.

Legislative Acts Under Jurisdiction of Ministry of Transportation and Highways — March 1988

British Columbia Railway Act
Commercial Transport Act
Coquihalla Highway Construction Acceleration Act
Ferry Act
Ferry Corporation Act
Highway Act
Highway (Industrial) Act
Highway Scenic Improvement Act
Ministry of Transportation and Highways Act
Section 59 — comes under Provincial Secretary
Sections 61–67 — come under Attorney General
Motor Carrier Act
Motor Vehicle Act
Pipeline Act
Part 7 — comes under Energy, Mines and Petroleum Resources
Railway Act
Riverbank Protection Act
Transportation of Dangerous Goods Act
Motor Vehicle (All Terrain) Act
Comes under Environment and Parks but Superintendent of Motor Vehicles directly involved.
Indian Advisory Act
Indian Cut-off Lands Dispute Act
Sechelt Indian Government District Enabling Act

ORGANIZATION CHART



December 31, 1987

OVERVIEW OF 1987-88

OVERVIEW OF 1987-88

This report provides a detailed review of all Ministry of Transportation and Highways activities for the fiscal year ending March 31, 1988. Changes in the format reflect recommendations included in the MacKay Commission report tabled December 21, 1987.

The year under review was a period of transition for the Ministry, as the groundwork was laid for extensive privatization initiatives.

More than 600 jobs were affected by the Early Retirement Incentive Program.

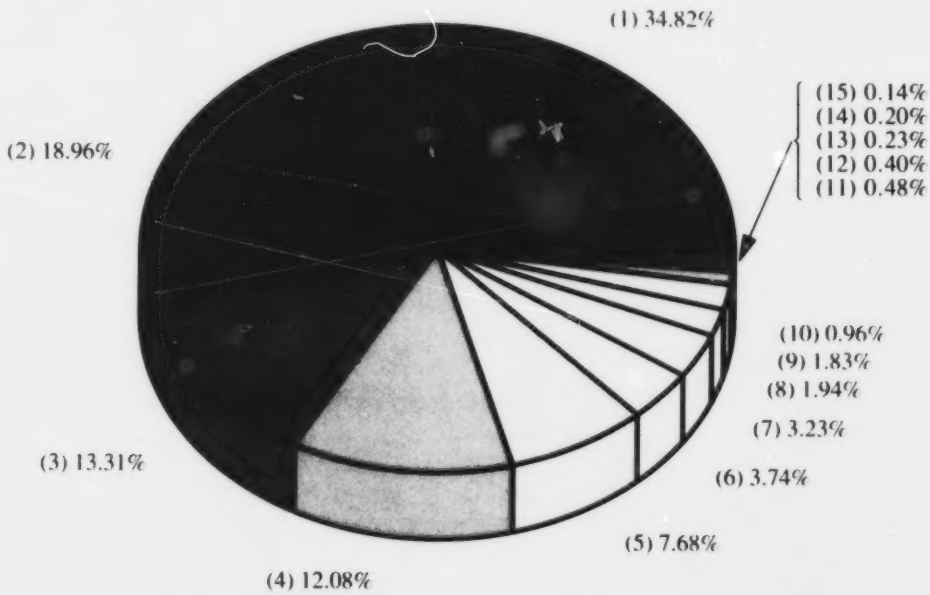
Employee development programs reflected the need for staff training in areas such as contract administration and project management. With the implementation of new and more sophisticated computer systems, staff underwent specialized training in many areas. In addition, 1,500 employees completed training in client service techniques, reflecting the Ministry's commitment to improving the quality of service to its users.

Highlights for highway construction included the opening of Phase II of the Coquihalla Highway on September 4, 1987. Work began on improvements to the Yellowhead System, and on Phase III of the Coquihalla Highway, the Okanagan Connector. Progress continued on the Richmond East-West Freeway.

The first full year of the Commercial Vehicle Inspection Program operation achieved a 4% decline in accidents involving commercial vehicles.

HOW THE TRANSPORTATION AND HIGHWAYS DOLLAR WAS SPENT
FISCAL YEAR 1987-88

	$
1. Highway Maintenance	280,395,308
2. Highway Capital Construction	152,728,210
3. Highway Capital Maintenance	107,182,768
4. Coquihalla Highway Construction	97,345,440
5. Contribution to the British Columbia Ferry Corporation	61,821,300
6. Motor Vehicle Department	30,104,997
7. Fraser River Crossing and Connectors	25,990,750
8. Contribution to the British Columbia Railway Company	15,650,000
9. Administration and Support Services (Including Minister's Office)	14,767,557
10. Small Bridges Program	7,714,826
11. Transportation Policy Department (Administration; Transportation Policy Analysis; Motor Carrier Commission and Branch)	3,902,062
12. Air Transport Assistance Program	3,210,470
13. First Citizens' Fund and Administration	1,840,528
14. Pipeline and Tramway Inspections	1,612,200
15. Native Affairs Secretariat	1,104,778
	805,371,194



SUMMARY OF HIGHWAY CAPITAL AND MAINTENANCE EXPENDITURES
FISCAL YEAR 1987-88

Electoral District	Highway Maintenance	Highway Capital Maintenance	Small Bridges Program	Highway Capital Construction	Coquihalla Highway Construction	Fraser River Crossing and Connectors	Total Expended
Alberni	2,446,418	775,636	226,430	310,411			3,758,895
Atlin	7,504,304	5,983,561	1,754,159	925,704			16,167,727
Boundary-Similkameen	7,419,982	6,587,649	174,033	4,676,918			18,858,581
Burnaby-Edmonds	3,099,404	866,884		34,123		46,995	4,047,405
Burnaby North	215,423	691,066		43,306			949,795
Burnaby-Willingdon	223,492	273,852		125,107			622,450
Cariboo	18,756,376	4,734,221	259,092	5,373,819			29,123,508
Central Fraser Valley	788,097	164,908	312	549,724	5,850		1,508,891
Chilliwack	2,599,965	944,394	312	709,678	6,582		4,260,932
Columbia River	4,761,152	3,653,448	89,369	1,855,909			10,359,878
Comox	4,842,014	447,660		3,168,415			8,458,089
Coquitlam-Moody	574,549	22,315	33,015	925,811			1,555,689
Cowichan-Malahat	3,267,657	577,591	195,000	427,553			4,467,801
Delta	1,746,184	90,364		1,822,358		1,972,485	5,631,391
Dewdney	3,551,365	901,677	33,015	2,214,158			6,700,215
Esquimalt-Port Renfrew	2,292,203	474,489	257,770	3,077,728			6,102,189
Kamloops	10,338,945	3,110,641	147,238	15,870,245	8,064,715		37,531,784
Kootenay	4,747,709	2,334,241	229,604	527,960			7,839,514
Langley	2,081,738	3,085,360		273,644			5,440,741
Mackenzie	2,454,512	1,450,306	248,713	3,004,761			7,158,291
Maillardville-Coquitlam	298,247	101,651		52,807			452,705
Nanaimo	4,630,181	336,917		2,479,931			7,447,029
Nelson-Creston*	14,351,376	3,002,236	219,997	678,658			18,252,266
New Westminster	979,358	931,004		786,304		3,590,182	6,286,848
North Island	3,973,452	1,158,149	110,000	474,253			5,715,854
North Peace River	7,469,575	2,719,358	197,533	1,053,059			11,439,525
North Vancouver-Capilano	572,028	19,233		128,183			719,444
North Vancouver-Seymour	763,135	131,073	27,061	132,592			1,053,861
Oak Bay-Gordon Head	4,228						4,228

SUMMARY OF HIGHWAY CAPITAL AND MAINTENANCE EXPENDITURES
FISCAL YEAR 1987-88 — *Continued*

Electoral District	Highway Maintenance	Highway Capital Maintenance	Small Bridges Program	Highway Capital Construction	Coquihalla Highway Construction	Fraser River Crossing and Connectors	Total Expended
Okanagan North	6,118,582	1,197,560	240,000	10,579,805			18,135,948
Okanagan South	3,591,113	476,306	80,584	1,522,083	19,698,921		25,369,007
Omineca	10,837,135	5,376,562	862,503	2,646,639			19,722,840
Prince George North	5,248,735	1,045,332	97,135	3,937,637			10,328,839
Prince George South	8,445,798	12,538,987	146,109	6,445,555			27,576,450
Prince Rupert	2,035,152	5,462,829		567,361			8,065,343
Richmond	1,592,189	65,169		144,658		19,925,423	21,727,439
Rossland-Trail	3,880,157	429,406	123,435	173,634			4,606,632
Saanich and the Islands	2,655,467	490,292		507,255			3,653,015
Shuswap-Revelstoke*	11,257,356	6,253,366	220,571	15,452,810			33,184,103
Skeena	8,734,436	3,979,549	328,370	1,120,823			14,163,178
South Peace River	8,304,575	1,584,062	190,493	229,937			10,309,067
Surrey-Guildford-Whalley	1,154,023	3,201,563		5,409,604		39,275	9,804,465
Surrey-Newton	334,681	25,353		141,718			501,752
Surrey-White Rock-Cloverdale	1,334,380	640,907		315,848			2,291,135
Vancouver Centre	279,703			505,681			785,384
Vancouver East	186,124			235,789			421,913
Vancouver-Point Grey	251,604	379,949		34,335			665,888
Vancouver South	211,234			65,849			277,083
Victoria				80,973			80,973
West Vancouver-Howe Sound	4,236,269	4,511,511	514,774	13,661,604			22,924,158
Yale-Lillooet	19,310,946	6,525,173	448,286	6,629,882	67,275,742		100,190,030
Headquarters*	63,642,577	7,429,008	259,914	30,615,615	2,293,630	416,389	104,657,132
TOTAL	280,395,308	107,182,768	7,714,826	152,728,210	97,345,440	25,990,750	671,357,302

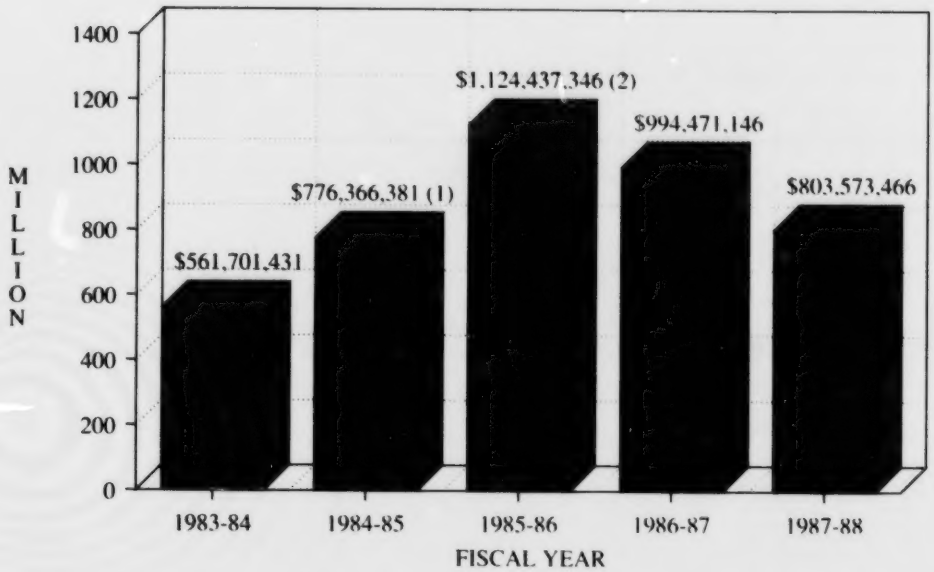
* Net of Hydro Development Highway Construction Recoveries.

SUMMARY OF EXPENDITURE BY APPROPRIATION
FISCAL YEAR 1987-88

Vote No.	Description	Total Appropriations — Estimated	Total Appropriations — Other Authorizations	Total Appropriations — Total	Actual Expenditure
		$	$	$	$
61	Minister's Office	235,299		235,299	228,309
62	Administration and Support Services	14,759,725		14,759,725	14,539,249
63	Highway Operations Department	726,974,820			
	Statutory — *Financial Administration Act* (S.B.C. 1981, chap. 15, sec. 23 (3))		(4,999,705)	721,975,115	671,357,302
64	Motor Vehicle Department	33,961,110		33,961,110	30,104,997
65	Transportation Policy Department	86,909,512		86,909,512	86,196,032
	Statutory — *Constitution Act* (R.S.B.C. 1979, chap 62, secs. 13 and 14)				
	—Transfer from Ministry of Intergovernmental Relations (Vote 18, 44 and 45)				
18	Ministry Operations (Economic Development)		360,000	360,000	360,000
44	Minister's Office (I.G.R.)		148,133	148,133	142,051
45	Ministry Operations (I.G.R.)		739,364	739,364	645,527
	Sub-total	862,840,466	(3,752,208)	859,088,258	803,573,466
	Indian Cut-Off Lands Dispute Act (S.B.C.1982, chap. 50, sec. 5)		124,000	124,000	124,000
	Special Accounts				
	—Transfer from Ministry of Intergovernmental Relations — *Funds Control Act* (R.S.B.C. 1979, chap. 146, sec. 3) — First Citizens' Fund		1,973,000	1,973,000	1,673,728
		862,840,466	(1,655,208)	861,185,258	805,371,194

TOTAL VOTED EXPENDITURES

(5-Year Comparison)



NOTE (1): Includes Special Warrants totalling $226,408,000.

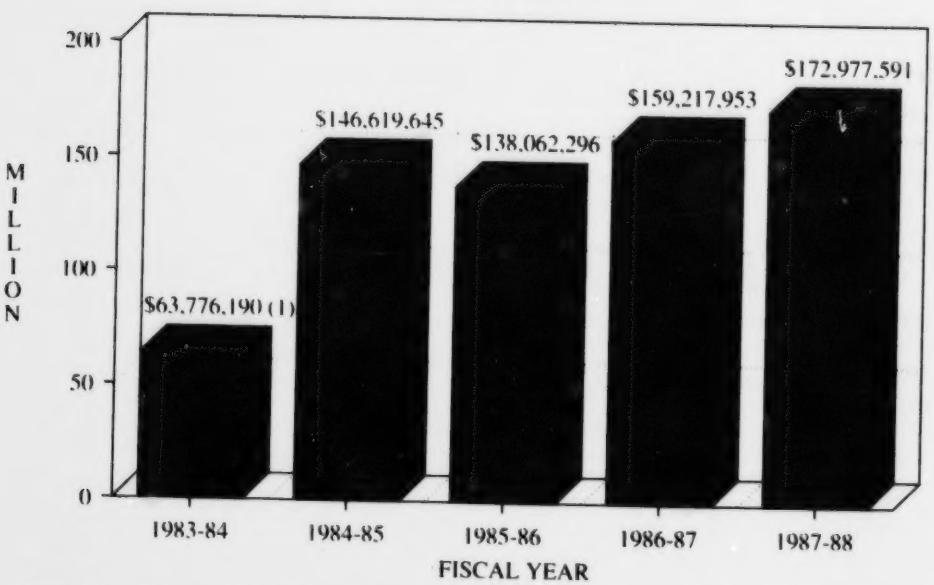
NOTE (2): Includes Special Warrants totalling $118,800,000.

SUMMARY OF MINISTRY REVENUE BY SOURCE
FISCAL YEAR 1987-88

	Actual $
Sales and Services	
Coquihalla Highway Tolls	15,022,297
Licences and Permits	
Motor Vehicle Licences	136,828,275
Miscellaneous:	
Engineering Inspections	67,006
Plan Sales and Subdivision Fees	172,309
Miscellaneous	
Insurance and Claims	731,016
Municipal Share Joint Service Program	1,639,159
Other Miscellaneous:	
Miscellaneous Highways	624,802
Street Lighting	808,192
Federal Contributions	
Transportation and Highways	
Federal Ferry Subsidy	15,878,388
Yellowhead Highway	1,206,147
Total Revenue	172,977,591

Note: Revenues shown reflect Ministry of Transportation and Highways receipts only. Information in the Public Accounts identifying revenue by source will contain revenue from all ministries, particularly in the case of "miscellaneous" receipts.

TOTAL REVENUE
(5-Year Comparison)



NOTE: (1) Accounting adjustment to Motor Vehicle Revenues, deferring receipt over 12 months resulted in a dramatic drop in Revenues in Fiscal 1983/84

SUMMARY OF EXPENDITURES — MAJOR PROJECTS
FISCAL YEAR 1987-88

Project Description	Previous Fiscal Years' Expenditures	1987 88 Fiscal Year Expenditures	Total Project Expenditures
Coquihalla Highway, Merritt to Kamloops Section	117,508,374	42,317,097	159,825,471
Okanagan Connector	27,125,040	49,103,027	76,228,067*
Fraser River Crossing and Connectors	289,851,699	25,990,773	315,842,472
	434,485,113	117,410,897	551,896,010

* The authorized budget for this project is $225 Million in 1987 dollars and net of employee benefit chargebacks. However, the above noted expenditure figure includes employee benefit chargebacks and is in nominal dollars.

SUMMARY OF EXPENDITURES BY RESPONSIBILITY CENTRE
FISCAL YEAR 1987-88

Responsibility Centre	Total Expended
REGION/DISTRICT 1 — BURNABY	3,751,124
North Vancouver	6,630,945
Gibsons	2,564,186
Patrol	911,939
New Westminster	17,586,620
Chilliwack	13,804,222
Dock	413,626
Electrical Maintenance	2,235,738
Centreline Marking	6,540,381
REGION/DISTRICT 2 — KAMLOOPS	3,357,497
Kamloops	7,695,460
Salmon Arm	6,501,951
Vernon	5,850,959
Penticton	6,853,530
Merritt	9,704,436
Lillooet	5,136,705
100 Mile House	7,106,380
Kelowna	5,044,809
REGION/DISTRICT 3 — NELSON	2,613,828
Nelson	6,779,479
Rossland	4,172,908
Grand Forks	4,060,680
New Denver	5,601,138
Cranbrook	3,956,607
Fernie	3,142,972
Golden	4,035,104
Revelstoke	5,794,738
Creston	3,466,411
REGION/DISTRICT 4 — PRINCE GEORGE	2,810,578
Prince George	10,259,949
Quesnel	8,059,778
Dawson Creek	9,644,990
Fort St. John	10,385,497
Vanderhoof	6,027,608
McBride	4,399,335
Williams Lake	8,941,611
REGION/DISTRICT 5 — TERRACE	1,865,844
Prince Rupert	5,353,537
Terrace	3,962,643
Dease Lake	5,446,476
Smithers	5,252,145
Burns Lake	6,453,906
REGION/DISTRICT 6 — NANAIMO	2,215,313
Nanaimo	6,464,213
Saanich	6,141,414
Port Alberni	4,895,644
Courtenay	8,063,865

SUMMARY OF EXPENDITURES BY RESPONSIBILITY CENTRE
FISCAL YEAR 1987-88

Responsibility Centre	Total Expended
MINISTER'S OFFICE	337,629
ADMINISTRATIVE SERVICES DEPARTMENT	
Contract Documents	584,841
Director of Building Services	33,085,176
Director of Financial Services	41,475,526
Director of Property Services	23,522,056
Director of Personnel Programs	1,774,984
Executive Branch	799,568
First Citizens' Fund — Administration	166,800
First Citizens' Fund — Expenditures	1,673,727
Insurance and Claims	180,027
Native Affairs Secretariat	962,726
Public Information Office	222,945
Records Management	235,082
HIGHWAY OPERATIONS DEPARTMENT	
Communications Engineer	316,835
Director of Bridge Engineering	20,092,905
Director of Construction	157,215,991
Director of Equipment Services	(3,431,828)
Director of Geotechnical and Materials Engineering	11,371,474
Director of Highway Design and Surveys	12,498,220
Director of Maintenance Services	5,914,117
Director of Paving	87,066,657
Highway Planning Section	1,629,960
Highway Safety Engineer	607,372
Lands Survey Officer	359,468
Manager, Roadside Development	1,570,834
Marine Manager	807,016
Municipal Programs Engineer	719,630
Senior Avalanche Coordinator	2,001,000
Traffic Engineering Section	9,998,172
TRANSPORTATION POLICY DEPARTMENT	
Assistant Deputy Minister	77,800,093
Chairman, Motor Carrier Commission	298,576
Director of Engineering Inspection	1,242,110
Director of Transport Policy Analysis	3,924,439
Director of Information Systems	13,881,955
Superintendent of Motor Carrier Branch	1,603,418
MOTOR VEHICLE DEPARTMENT	
Deputy Superintendent, Motor Vehicle Department	13,552,930
Director of Administration and Safety Programs	1,314,057
Director of Standards and Compliance	47,359
Manager, Commercial Transport	4,678,691
Manager, Vehicle Inspection	1,309,934
TOTAL EXPENDITURES	805,371,194

STATEMENT OF EXPENDITURES
MAINTENANCE AND OPERATION OF FRESH WATER FERRIES
FISCAL YEAR 1987-88

Name of Ferry	Total Expenditures $
Albion-Fort Langley Ferry	2,032,223
Arrow Park Ferry	110,863
Barnston Island Ferry Subsidy	370,540
Big Bar Ferry	88,620
Castlegar Ferry	232,047
Francois Lake Ferry	1,231,488
Glade Ferry	182,643
Harrop Ferry	309,448
Kootenay Lake Ferry	2,093,238
Little Fort Ferry	72,212
Lytton Ferry	228,380
Marguerite Ferry	93,642
Miscellaneous	1,627,852
McLure Ferry	56,617
Needles-Fauquier Ferry	1,074,203
Shuswap Lake Ferry Subsidy	26,400
Upper Arrow Lakes Ferry	1,330,149
Usk Ferry	145,850
	11,306,414

MINISTRY OF TRANSPORTATION AND HIGHWAYS

FISCAL YEAR 1987-88

DISCLAIMER

The financial statements contained in this annual report have been prepared by management in accordance with the accounting policies adopted by the Province of British Columbia. Management is responsible for the accuracy, integrity and objectivity of the information contained in these statements. Management maintains an extensive system of internal accounting controls to ensure that transactions are completely and accurately recorded on a timely basis, are properly approved and result in reliable financial statements.

The expenditures included here are incorporated in the combined financial statements of the Province, which are examined by the Auditor General. The Auditor General expresses an opinion as to whether the combined financial statements present fairly the financial position, operating results and changes in financial position of the Government of the Province of British Columbia in conformity with the stated accounting policies. This opinion is contained in the Auditor's Report which is included in the Public Accounts presented to the Legislative Assembly.

ADMINISTRATIVE SERVICES

ADMINISTRATIVE SERVICES

INFORMATION SYSTEMS BRANCH

The Branch responded to 1,124 requests for information systems assistance from within the Ministry, including 403 telecommunications service requests and 25 requests for assistance with records management. In cooperation with Employee Planning and Staff Development, training was provided to 352 staff during the year.

The Branch continued to identify needs and select standard products, including new printers and plotters. Progress was made with engineering software development and testing, especially for surveying, design, and construction supervision.

In November, 1987, the Branch assumed responsibility for Motor Vehicle Systems. Significant progress was made on the National Safety Code, Client Database, Weigh Scale Automation, and the organ donor program.

As the year closed, the Branch was focusing on supporting additional office automation and reorganization activities at the Ministry's headquarters.

PERSONNEL PROGRAMS

The Ministry of Transportation and Highways underwent significant changes in 1987-88 with the Early Retirement Incentive Program. Several hundred employees elected to go on pension, either as a result of reaching normal retirement age or through the Early Retirement Incentive program. The Ministry was allotted a Full Time Equivalent (FTE) budget of 6,750.

Personnel Operations

Compensable injuries for the year were down to 455 from 494 the previous year. Injuries resulting in lost time were also reduced, to a level of 211 from 237 the previous year. The associated savings in Workers Compensation Board costs amounted to $345,526.

Eighteen employees were returned to their own occupation or alternate occupation through the rehabilitative program, and a further 18 were referred for placement. In the year, 73 cases were concluded before the Rehabilitation Committee.

Personnel Operations processed 346 job competitions, resulting in 256 regular appointments, and 1,200 auxiliary appointments. Regular appointments within the Ministry resulted in 174 staff relocations.

A total of 243 employees received meritorious service scrolls, and 77 employees received Long Service Awards.

Employee Relations

Over the year, the majority of grievances were resolved prior to arbitration. Formal grievances filed during the year were comparable to the year previous.

The B.C.G.E.U. Collective Agreement provides for an Hours of Work Umpire to resolve disputes concerning work hours at the local level. The Ministry received 13 hours of work decisions as a result of hearings before an umpire.

The Ministry's Labour Relations Training Seminar (2 days) was presented seven times to management province-wide. As well, this section continued to provide contract interpretations and consistent, timely advice to all divisions in the employee relations area.

Employee Planning and Development

Over 1,500 employees were trained in client service techniques through the innovative "Service Excellence" project. As well, regular training programs were continued in a number of areas including administration, systems, and equipment operations.

A primary focus of the year was redirecting resources to support the Ministry's transition to privatization. Special courses were designed in the areas of contract administration, project management, quality assurance, and negotiation skills. In addition, training in business management techniques was made available to employee groups interested in taking part in the privatization process.

The lowest accident level for over ten years was recorded by the Ministry's fleet of over 5,000 vehicles.

FINANCIAL SERVICES BRANCH

During 1987-88, the Financial Services Branch was reorganized to better reflect distinct financial management and reporting areas within the Branch. These changes were designed to address the recommendations contained in the MacKay Commission report. The Transportation Financial Services group was amalgamated with headquarters Financial Services, and the Appropriations Section was merged with the Budget Section. Two distinct management areas were identified within the Financial Planning and Reporting Section.

Several initiatives were undertaken by the Financial Systems and Revenue Administration group. The Manager assumed authority for the Coquihalla Toll Plaza, and the revenue system was modified to accommodate credit card input at the Coquihalla Toll Plaza. This financial system was audited with a favourable result.

BUILDING SERVICES BRANCH

The Building Services Branch is responsible for the location, design, equipping and maintenance of 178 Provincial highway yards, maintenance sheds, camps, mechanical shops, laboratories, rest area buildings, salt sheds, fabrication shops, storage buildings, welding shops, and paint shops. The Branch also looks after power, water, heating, ventilation, and sewage treatment plants; 35 motor licence offices; 43 highways headquarters, regions, and district office complexes; 42 weigh scale stations; and the Coquihalla Toll Booth Plaza. Some 2.5 million square feet of building space are maintained by the Branch.

Major projects completed included new highway yards at McBride and Grassy Plains (Southbank); two new weigh scales at Kamloops; a new mechanical and shop at Cassidy; a new body and welding shop at Pouce Coupe; and two new rest area buildings at Zopkias and Britain Creek. Two District offices were relocated to new premises at Chilliwack and Revelstoke, and the Kamloops Motor Licence office was also relocated to new premises.

Floor plans and functional programs were prepared for new yards at Lumby, Clearbrook, Burnaby and Yahk, but were put on hold late into the fiscal year.

Some improvement projects for existing facilities were also planned, priced, and carried out with all necessary drawings and specifications prepared by staff.

INFORMATION/PUBLIC AFFAIRS

The Information/Public Affairs office is the communications link between the Ministry and the public. Telephone calls from news media, other government ministries, and the general public generated over 270 requests for information per week.

The Department coordinated advertising programs on road closures and general information to the public.

Over 400 news releases were written and distributed to regional and province-wide media regarding tender awards, new policies, and special events during the year.

Staff edited and produced the annual report, pamphlets, and the in-house newsletter, the "Road Runner".

CONTRACT ADMINISTRATION SECTION

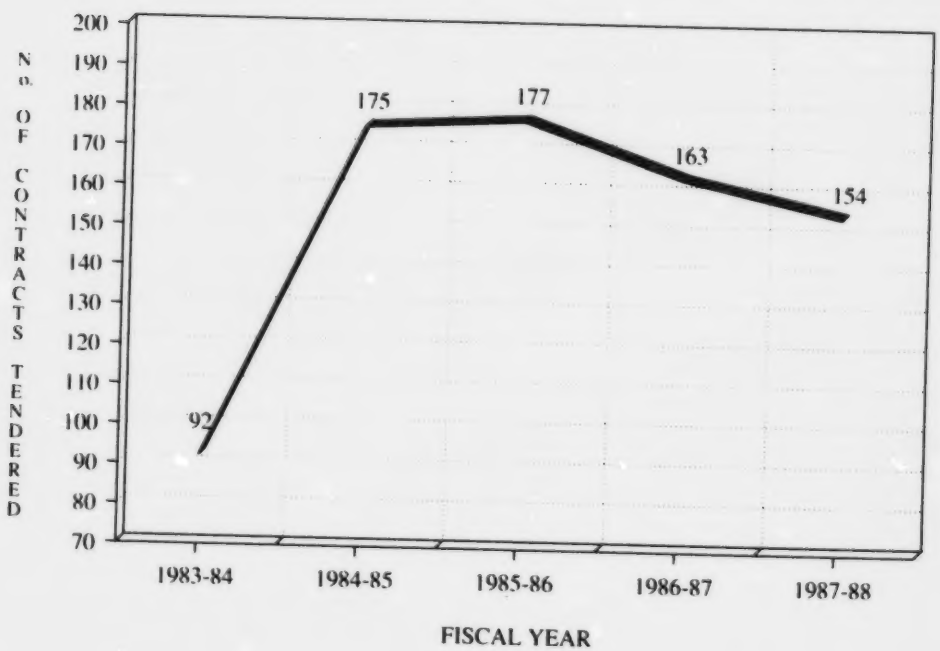
The Contract Administration Section produced legal documentation for the Ministry including tabulation, assembly, printing and advertisement of documents and plans.

In total, 154 formal contracts were produced and awarded during the year. Together with the previous year's carry-over, they required the production of some 30 to 40 progress estimates per month, through which contractors received payment for work performed.

FORMAL CONTRACTS PRODUCED IN 1987-88 BY CONTRACT DOCUMENTS

Highway Construction	29
Asphalt Surfacing	32
Bridge Construction	13
Maintenance Gravel Crushing	68
Bridge Maintenance Cleaning and Painting	9
Landscaping	2
Weigh Scales	1
Total	154

FORMAL CONTRACTS PRODUCED 1983-88



INSURANCE AND CLAIMS

The number of traffic incidents involving vehicles owned by, or leased to, the Ministry was 513. This included 82 incidents involving 2 or more Ministry vehicles. Some $255,541 was recovered from I.C.B.C. and other automobile liability insurers for damage to these vehicles. Miscellaneous recoveries of $4,223 were made for 10 incidents where Ministry vehicles were damaged by vandalism or theft.

There were 527 incidents for damages to Ministry property such as guardrails, bridges, signs, lamp or signal standards, and fences. Associated claims amounted to the recovery of $628,853 in repair costs. Not included in this total were 14 claims against other insurance policies, totalling $116,516. An additional $16,028 was recovered from private contractors for policy deductibles and claims under deductibles.

As well, $27,085 was recovered from the Provincial Government for 25 claims arising from the transfer of employees.

In 1,524 miscellaneous third party claims against the Ministry, the total amount paid for 270 claims was $183,453. Settlement of a claim on behalf of B.C. Steamship (1975) Ltd. resulted in payment by the company's insurers of $16,091.

In 220 lawsuits in which the government was the defendant, 31 were settled out of court, 28 were discontinued, 14 were dismissed, and 4 judgments were for the plaintiff. In 26 cases in which the government was plaintiff, 4 were discontinued, and 1 was with withdrawn; 1 was settled out of court; 1 judgment was apportioned; and 2 judgements were for the plaintiffs. There are presently 160 cases in various stages of litigation.

The premiums paid for insurance placed for the Ministry during the year amounted to $570,058.

HIGHWAY OPERATIONS

ENGINEERING

DESIGN AND SURVEYS BRANCH

The Design and Surveys Branch worked on 214 projects during the year, representing 1 370 km of two, four, and five lane highways. In December 1987 the Branch was reorganized to include Planning, Traffic, and Electrical Sections and became the Traffic and Design Branch.

Although capital construction and design projects declined in 1987-88, the Environmental Services Section group carried out continuing environmental impact and mitigation studies on major projects such as the Okanagan Connector, Howe Sound, and Annacis Crossing project.

Heritage and archaeology studies were directed towards the Vancouver Island Highway, Highway 16, and Highway 17. A coastal midden site was successfully salvaged at Tsawwassen.

At the request of the Canadian International Development Agency, assistance was provided by staff to the Government of Indonesia's Ministry of Public Works in developing an environmental program for transportation and water resource projects.

Habitat conservation sites and monitoring programs were developed for the Chehalis River, Cambie-Malakwa, and Annacis area. The program to reduce wildlife vehicle collisions continued.

During the year the sound control studies section's efforts were concentrated in the Coquihalla, Lower Mainland, and Vancouver Island areas. In the Lower Mainland, projects included drafting the Ministry's response to BC Transit's proposal for mitigating SkyTrain's noise impact. On Vancouver Island, several potential noise impact assessments were done at the request of resident groups after announcement of a route corridor for the Inland Island Highway.

Because Phase III of the Coquihalla Highway might result in pollution of Peachland's water supply, it was necessary for the Ministry to provide Peachland with an alternative water source. Design and construction of the proposed works was completed during 1987.

The Bridge Branch was provided with hydraulic perimeters for ten projects, and specialist advice was provided to regional staff throughout the Province and in assessing drainage problems on proposed subdivisions.

The expansion of computer programs to regional operations got underway with the introduction of engineering workstations across the province. The new Eclipse Engineering System will be placed in field survey locations for the second stage of testing.

Preliminary studies involve studies at different levels of detail, and are carried out prior to a ground survey. Four studies, representing about 125 km of highway were completed, and two studies started the previous year were finished. Seventeen preliminary studies are continuing.

GEOTECHNICAL AND MATERIALS ENGINEERING

Geotechnical and materials engineering services were provided to all Ministry branches from offices and laboratories in Victoria, Burnaby, and each of the six regions. The operating budget for the year totalled $11.3 million, and a staff of 201 full time equivalents carried out the work of the branch.

Compared to the previous two years, investigation and testing work activity levels were somewhat lower. Functionally, the services were in support of highway and bridge design

activities (40%), maintenance (40%), and active construction (20%). Major projects over the year included:

- the completion of 22 remedial rockwork contracts costing $2.3 million to improve safety from falling rock;
- quality control for maintenance gravel crushing projects in the Kamloops and Nelson regions was contracted out;
- a replacement "Go Track" was acquired to permit drilling in hard to access sites, and a replacement cat-mounted "Aardvark" drill was acquired to install horizontal drains for landslide stabilization;
- standards and procedures were developed for the new bridge steel coating systems;
- a used cyclic testing maching was acquired and used to continue work on a new mechanistic pavement design method; and,
- "Duracal" cement in quick setting bridge deck overlays was evaluated in cooperation with other branches, as was roller compacted concrete in pavements.

BRIDGE ENGINEERING BRANCH

Twenty-four new bridges were commissioned for service during the year at sites throughout the province. The Yellowhead Fraser River Crossing at Prince George, which was placed in service in October, is the largest of the new bridges.

Fifteen bridge decks, with a total area of 18,000 square meters, were resurfaced as part of a continuing province-wide maintenance program.

HIGHWAY PLANNING AND TRAFFIC BRANCH

A needs assessment study of the provincial trunk highway system was undertaken, with particular emphasis on the Lower Mainland area. This project laid the groundwork for a comprehensive strategic transportation plan for the Province.

During the summer months, extensive traffic survey work was carried out on Vancouver Island, in addition to the routine summer checks. Roadside interviews were conducted along Highways 1, 4, and 19, and at the B.C. Ferry terminals at Horseshoe Bay, Departure Bay, Tsawwassen, and Swartz Bay. The data collected provides valuable information for planning improvements to Highway 17 and the Island Highway.

The AutoCAD system was introduced in the Highway Planning Section, and training was provided to key staff. This system has greatly improved the effectiveness of highway plans and presentation graphics.

As well, the 35 mm photolog film library was converted to videodisc during the year. The number of photolog viewing stations was increased from one to twenty, greatly improving access to this material for staff.

TRAFFIC SECTION

The Electrical Traffic Section installed 1,450 high pressure sodium street lights during the year. Forty new traffic signals were built, and 20 intersections were reconstructed and updated. An ongoing program of adding the yellow arrow was initiated, with work completed at the first 45 intersections.

Two changeable message signs were installed on the Squamish Highway for the winter season. A program to upgrade lighting in the Fraser Canyon Tunnels was begun, and

lighting in the Massey Tunnel came under review. The Rogers Pass snowshed lighting design was completed.

The Civil Traffic Section is concerned with signage, signals, traffic safety, speed limits, and the collection of traffic count data. There was an increased level of travel activity on the provincial highways compared to previous years. Traffic volumes were counted at 1,200 locations. Traffic statistics on major routes are summarized in the following tables.

TRAFFIC VOLUMES ACROSS BRITISH COLUMBIA
SUMMER AVERAGE DAILY TRAFFIC*

Location	1986	1987	Percent Change
Vancouver Island			
Route 1 north of Helmcken Road, Victoria	43,386	45,364	4.6
Route 17 at Royal Oak, Saanich	40,312	41,037	1.8
Route 19 south of the Parksville By-Pass	16,471	17,847	8.4
Greater Vancouver			
Route 1A/99 First Narrows Bridge	67,925	65,879	− 3.0
Route 1 Second Narrows Bridge	93,698	94,369	0.7
Route 1A/99A Pattullo Bridge	75,784	59,403	−21.6
Route 1 Port Mann Bridge	90,556	90,389	− 0.2
Route 99 Oak Street Bridge	84,176	80,155	− 4.8
Route 99 George Massey Tunnel	90,769	74,886	−17.5
Knight Street Bridge	67,331	69,619	3.4
Route 91 Alex Fraser Bridge	N/A	41,897	N/A
Lower Mainland			
Route 99 North of Squamish	3,680	4,131	12.3
Route 99 at Whistler	6,065	7,192	18.6
Route 1 15 km West of Hope	16,508	17,965	8.8
Route 7 West of Mission	11,004	11,410	3.7
Route 7 at Haig, west of Route 1	3,168	2,640	−16.7
Interior and Northern B.C.			
Route 1/97 at Monte Creek, east of Kamloops	11,170	11,927	6.8
Route 97A at Armstrong	7,881	8,132	3.2
Route 97 Okanagan Lake Bridge, Kelowna	30,712	32,786	6.8
Route 3 Allison Pass (Hope-Princeton Highway)	6,465	6,116	− 5.4
Route 3A/97 Kaleden, south of Penticton	5,024	5,347	6.4
Route 1 China Bar Tunnel, north of Hope	5,226	4,649	−11.0
Route 5 Dry Gulch Bridge (Coquihalla Highway)	6,461	6,014	− 6.9
Route 97 at Clinton	4,251	4,509	6.1
Route 3 Salmo-Creston Highway	1,894	1,791	− 5.4
Route 3 at Castlegar	2,240	2,203	− 1.7
Route 3/95 at Yahk, west of Cranbrook	3,672	3,667	− 0.1
Route 97 at Stone Creek, south of Prince George	3,863	3,919	1.4
Route 16 at Fort Fraser, west of Vanderhoof	2,572	2,715	5.6
Route 16 east of Prince Rupert	1,515	1,631	7.7

* The Summer Average Daily Traffic volume is the 24 hour average count over July and August for both travel directions combined.

Changes in traffic volumes over the past year may be explained through three factors. The high volumes associated with travel to and from Expo 86 were not repeated in 1987 in some locales. The opening of the Alex Fraser Bridge and Route 91 (the Annacis system) in North Delta in September 1986 resulted in noticeable traffic volume changes in Delta, Richmond and Surrey. Finally, continued economic growth throughout British Columbia is seen through increased volumes on a number of provincial highways.

Directional, regulatory, and warning sign designs were undertaken for all upgrading and new construction projects, with an emphasis on legibility at high speeds for all drivers. The Driver Information Display System consisting of a network of 11 changeable message signs was expanded by two additional signs on Route 99. This system is undergoing enhancements during Phase III of the Coquihalla Highway Project.

A new Service and Attraction Sign Policy was developed based on feedback received from pilot projects in the Fraser Canyon and the Island Highway. The new sign policy is slated for full implementation in 1989.

In cooperation with Lower Mainland and southern Vancouver Island municipalities, a new symbolized crosswalk sign and application guidelines are being developed. Assistance was provided by the branch in the preparation of specifications for the supply of signs to the Ministry, arising from the decision to privatize the Langford Sign Shop.

MUNICIPAL PROGRAMS

The Secondary Highway Program, the roads sections of the *Revenue Sharing Act* Program, and the Urban/Arterial Highway Program were continued. The Ministry approved $2,621,550 for construction, and $624,090 for maintenance works carried out on 355 kilometres of secondary highways during the year.

Some 124 applications were received and reviewed under the roads section of the *Revenue Sharing Act*. Recommendations were made to the Ministry of Municipal Affairs, Recreation, and Culture regarding the applications, and as a result grants totalling $10,474,480 were made for 53 projects.

Negotiations were carried out with 34 municipalities regarding urban street renewal, and bridge assistance, under section 32 (3) of the *Highway Act*.

Staff represented the Ministry of Transportation and Highways at the annual U.B.C.M. convention, where they met with regional and municipal representatives.

A large number of classification changes were considered in the course of the year. As a result, 11 arterial highways were cancelled and eight new arterial highways were established. Three secondary highways were rescinded, and three new ones were established.

Comments and recommendations concerning 25 boundary extensions, restructures and new incorporations were forwarded to the Ministry of Municipal Affairs, Recreation, and Culture.

HIGHWAY SAFETY BRANCH

School route improvements were carried out to provide wider shoulders near elementary schools on highways leading from new housing developments. This is the eleventh year of this program.

The geometric design standards were updated to account for the higher running speeds of vehicles in wet conditions. Previous designs had been made on the assumption that vehicle drivers slowed down during poor conditions. However, practical observations showed this was not the case. As a result, design criteria using braking distances on wet surfaces were adjusted upwards. This more realistic assessment will improve the built-in safety of new roads.

Colour-blind drivers have raised concerns that they have difficulties in distinguishing traffic signal colours, which are easily perceived by normal-sighted drivers. Trials were set up to find ways of improving the legibility of signal lenses to colour-blind groups. Work is continuing on developing a solution to this problem, and test trials of a new signal lens are planned for Victoria.

PROPERTY AND PROGRAM SERVICES

It was a very active year in the property acquisition area, with major projects on the Coquihalla Highway-Okanagan Connector, the Trans-Canada Highway at Salmon Arm, Highway 97, and the Island Highway.

In total, 727 acquisitions were completed. Expenditures for right of way and other property amounted to $22,766,089, of which $3,463,003 was spent on the Coquihalla-Okanagan Connector project, and $2,033,965 on the Richmond East-West Freeway.

The legal status of 121 roads (100 of which involved Indian Reserves) was researched during the year. Some 785 notices were published in *The British Columbia Gazette* establishing public highways. In addition, 66 closure notices were published.

CONSTRUCTION

CONSTRUCTION BRANCH

The Construction Branch administers and manages the Capital Highway Grade Construction Program throughout the province. This includes direct headquarters and field supervision of all contracts. As well, the Branch supervises major day labour projects as assigned (these comprise 10% of construction).

Total construction expenditure for the fiscal year was $155 million. The total value of the 78 construction projects underway amounted to $410 million. Of the 78 projects, 64 were undertaken by contract, and 14 by day labour. (Thirty-six of the contracts continued from the previous year, with the remainder awarded in 1987).

The construction projects underway ranged in type and location. Progress continued on the Richmond East-West Freeway, which will extend from the Hamilton Interchange on the Annacis System, Highway 91, to Highway 99 in Richmond. Once complete, it will provide a freeway to link the Annacis System to Richmond with a major connection to Knight Street. All contracts have been awarded and work has started on the complex interchanges at Knight Street and Highway 99. Mid 1989 is the scheduled completion date.

Three creek channelization projects near Lions Bay along the Squamish Highway were completed, with work undertaken at Newman, Harvey, and Alberta Creeks. Four projects to replace three bridges along the Squamish Highway were started (at Strip, Lone Tree, and Loggers Creeks). Completion is anticipated by late 1988, or early 1989.

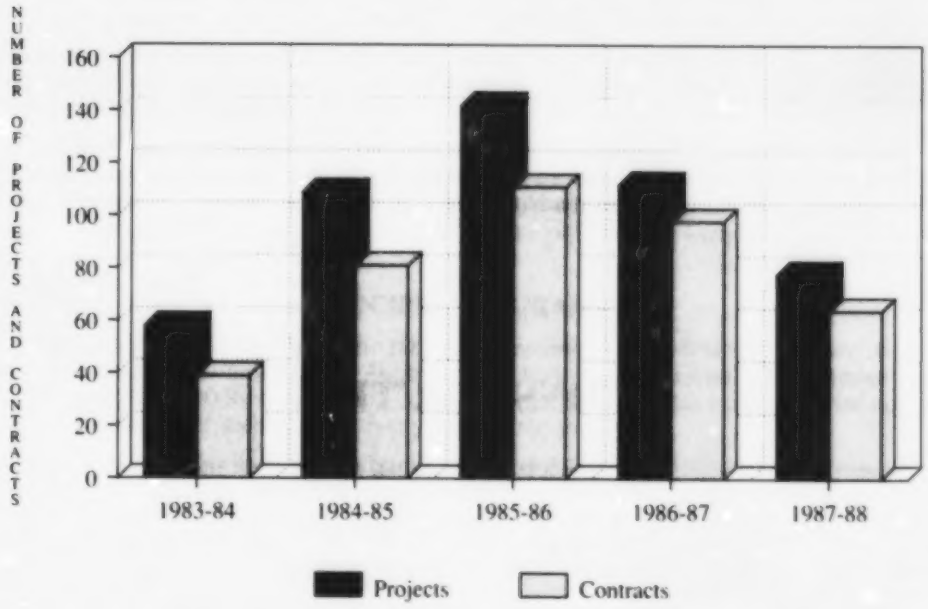
A federal/provincial cost sharing agreement was established for work on the Yellowhead Highway. This $36 million agreement is in place for three years. Three projects were started on Highway 16 of the Yellowhead System, and one on Highway 5. Scheduled completion is 1989.

Phase II of the Coquihalla Highway was opened in September, 1987. With the new Merritt to Kamloops section, a continuous four lane route is established from Horseshoe Bay to Kamloops, a distance of 380 km, and a continuous freeway is established from Vancouver to Kamloops, a distance of 368 km.

Phase III of the Coquihalla project, the Okanagan Connector, was started with 15 projects underway from Merritt to Peachland. (It is about 108 km from the Coquihalla Highway at Merritt to Highway 97 at Peachland). The Okanagan Connector represents a major boost to the transportation infrastructure of the Southern Interior.

PROJECTS AND CONTRACTS

(Fiscal Year Summary)



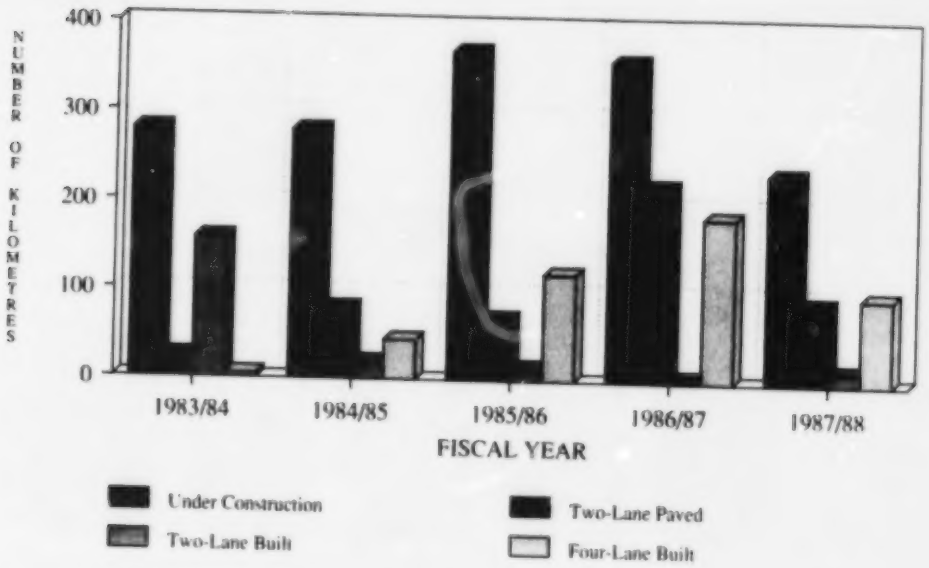
CONSTRUCTION CONTRACT SUMMARY

	Two-Lane	Four-Lane	Total
Urban Reconstruction/Relocation	1	8	9
Urban New Route	—	—	—
Rural Reconstruction/Relocation	7	12	19
Rural New Route	—	20	20
Other	—	—	16
	8	40	64

Includes:		
Grading Only	20	Includes seventeen Coquihalla contracts
Grading and Paving combined	28	Includes six Richmond E/W Freeway contracts and three Coquihalla contracts.
Other	16	Includes five Coquihalla contracts.

CONSTRUCTION AND PAVING

(Kilometre Summary)



PAVING BRANCH

Some 748 kilometres of road was recycled or surfaced with asphalt pavement during the year (this equals 927 km of two-lane roadway). Included in this amount was 723 km two-lane equivalent of repaving, or recycling, of existing paved highway, as well as 204 km two-lane equivalent of new pavement.

Paving of Phase II of the Coquihalla route between Merritt and Kamloops was completed.

Curb and gutter construction work started in 1986 in Haney, Aldergrove, Cranbrook, and Fort Langley was completed during the year. In the Williams Lake area, 1.5 km of paver-laid roller compacted concrete was placed on Likely Road. This material will be evaluated to see if it is effective in reducing pavement stresses from heavily loaded hauling vehicles.

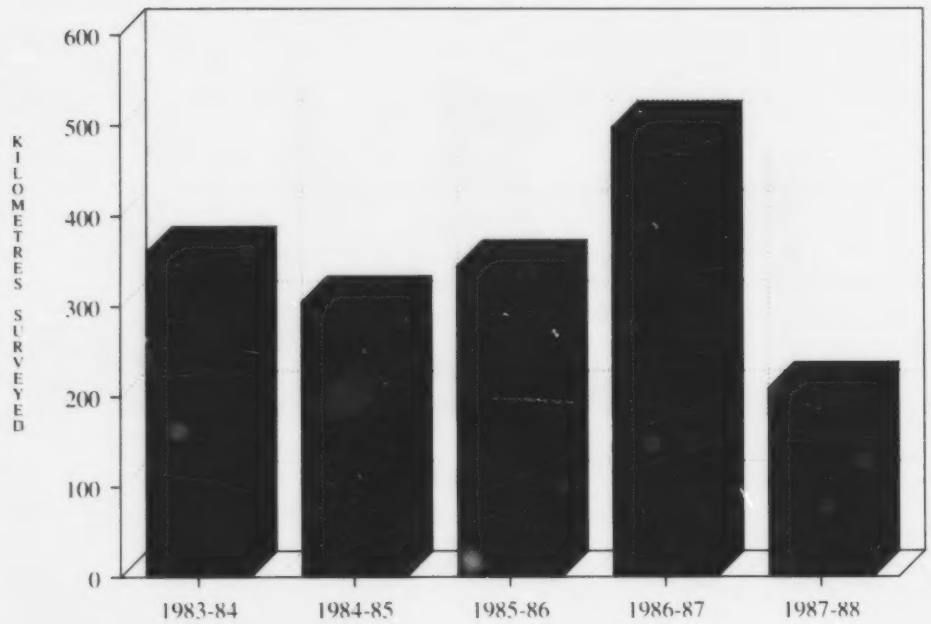
Surfacing operations crews also applied surface seals on 727 km (834 two-lane equivalent) of roadway, and 50 km of shoulder seal.

LAND SURVEYS OFFICE

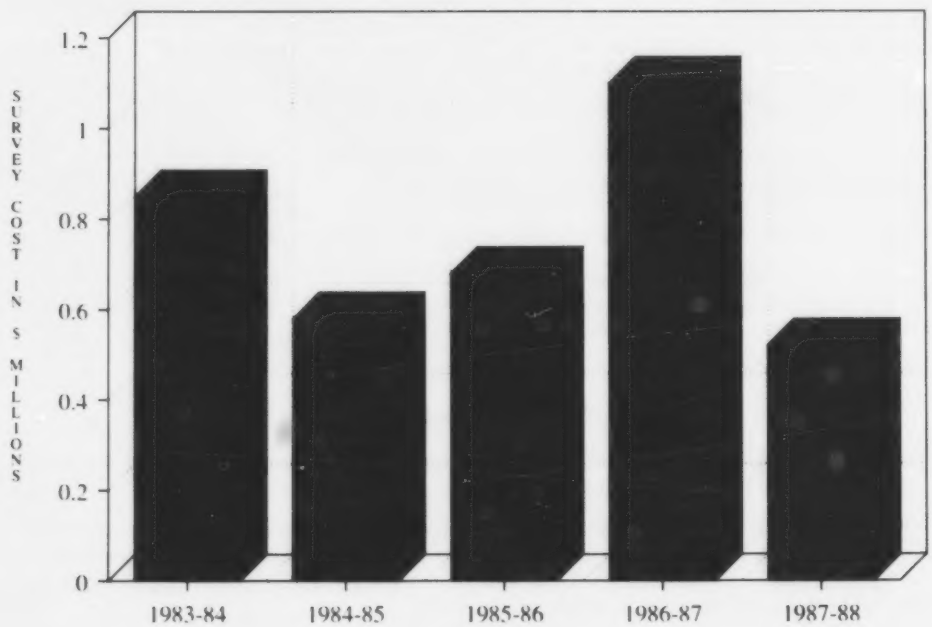
During the fiscal year there were 149 survey projects handled using funds from the Legal Survey, Construction, and Paving Votes.

The total length of Highway Right of Way legally surveyed was 209 km for a total cost of $522,655. Costs were incurred for work on 13 different highways. The balance of the survey costs were for district roads, drainage easements, replacement of cadastral and integrated monuments, and subdivision plans.

LAND SURVEYS OFFICE



LAND SURVEYS OFFICE



OPERATIONAL SERVICES

MAINTENANCE SERVICES

The highways maintenance program cordinates and manages highway and bridge maintenance activities. This coordination function includes the identification of needed resources (labour, equipment, material, and funding), and the setting of standards, or levels of service for contracted maintenance services. As well, the maintenance branch coordinates district capital programs, gravel crushing, bridge painting, and major material supplies.

Road and bridge maintenance funding for the year totalled $221 million, which was distributed through the work program performance budget. Improvements to numerous local roads within the province's highway districts were undertaken with $8,180,000 under the minor betterment program.

Some 47 sub-standard bridges were upgraded or rebuilt under the bridge day labour program at a capital cost of $5 million. Capital funds totalling $1.5 million were used to upgrade old fencing and add new fencing on Schedule 2 highways province-wide. As well, a further $1.5 million of capital funds was spent for guardrail installations at high hazard locations.

Gravel materials totalling almost 1.6 million cubic metres were produced under 72 crushing contracts at a cost of over $7.3 million. Road maintenance, construction, and winter sand used about 1.49 million cubic metres over the year. Material supply contracts were awarded for 171,000 tonnes of salt, and 13.5 million litres of dust palliatives.

Bridge steel repainting contracts were awarded for 10 bridges at a cost of over $2 million. New high technology coating systems were used, with each inspector undergoing special training associated with the advanced technology.

Maintenance activities are highlighted in the table below, as compared to the previous year.

MAINTENANCE SERVICES SUMMARY

	1986-87	1987-88	
Kilometres Road Open	42,798	43,259	(+1.0%)
Lane-Km Pavement	43,507	44,365	(+1.9%)
Culverts	164,515	166,473	(+1.1%)
Sign Posts	103,834	107,684	(+3.7%)
Kilometres Dust Treatment	3,877	3,885	(+0.2%)
Number of Bridges	2,763	2,637	(−4.7%)
Square metres of deck	1,249,703	1,234,234	(−1.2%)
Metres bridge (length)	133,640	141,318	(+7.9%)

ROADSIDE DEVELOPMENT PROGRAM

The 1987 hydroseeding program totalled 4 921 ha, and was comprised of 2 544 ha of seeding, 134 ha of mulching, and 2 243 ha of refertilizing. The vegetation control program included 4 194 km of shoulder sterilization and 1 961 ha of noxious weed control.

Landscaping projects were undertaken during the year in 11 locations including Popkum, Vernon, Salt Spring, Lions Bay, Hope, Merritt, North Vancouver, the Annacis Highway, Kamloops, and the Colquitz River bridge median. The floral displays on Vancouver

Island and the Lower Mainland were planted and maintained for the third year in a row, and were again well received by the public.

Two bio-technical rehabilitation projects were completed during the year. One project was carried out to revegetate coho rearing ponds along the Coquihalla Highway. The second project re-established disturbed embankments adjacent to Polson Park, Vernon.

A major field trial for a new "low maintenance" shrub rose was established on a highway interchange near Popkum. The performance of this test planting will be closely monitored.

The rest area upgrading program improved various rest areas including building improvements at the Portage Inlet rest area in Victoria. Two new "A" class rest areas were constructed on the Coquihalla Highway.

Cash grants totalling $139,636 were made to nine communities around the Province to assist in arterial highway landscaping. As well, landscape design work was carried out for projects at Salmon Arm, Alberta Creek, Nanaimo (Stewart Avenue), Kamloops (TCH No. 1 West), and the Greater Vancouver East-West Freeway.

SNOW AVALANCHE PROGRAM

The snow avalanche management program centers on highways located throughout mountainous areas. Over the year, snow avalanche activity was about average in most areas.

The snow, weather, and avalanche reporting network functioned smoothly throughout the year, and provided the required input for avalanche hazard forecasting. The weather forecasting system operated in conjunction with the Atmospheric Environment Service performed successfully, as in past years.

Continuing efforts to standardize data collection and communication were aided with computer technology. Once again, training in hazard forecasting, safety, and rescue measures were vital components of the snow avalanche management program. In conjunction with other agencies, avalanche hazard evaluation of existing and proposed roadways and ski areas was undertaken.

EQUIPMENT SERVICES

The year in review was typical of past years, and the Equipment Services Branch succeeded in maintaining its fleet within budget and allocated manpower. Winter maintenance again proved less demanding than normal, and stocks of soft parts and expendable items were adequate.

Some maintenance shops began using computer systems to gain access to data at headquarters. The garage equipment management system was implemented to give local garages more control over data processing, and more immediate access to management information related to fleet equipment maintenance.

Approximately $10 million was spent on equipment purchase consisting of: 139 light trucks; 99 heavy trucks; 43 hopper sanders; 33 snowplows; 21 miscellaneous vehicles; 5 bucket loaders; and 4 graders. Unique purchases included the acquisition of a street flusher vehicle, a hydro seeder truck for landscaping, two paint strippers for Centreline Branch, and another snowblower for the Coquihalla Highway. The inventory of active units now totals 10,102, a slight reduction from the previous year.

Auctions were held by the branch throughout the year in eight locations. With the assistance of the Purchasing Commission, 883 lots of equipment were sold. There was a 6% increase in approvals for hiring light transportation units (up to 251). There was a 9% decrease in approvals for hired construction equipment (down to 348).

The Langford fabrication facility satisfied many requests for its services, and prototype development of new equipment. For example, the facility worked on: 70 hydraulic systems for heavy trucks; 60 underbody plows; 15 tailgate sanders; 750 m of hopper body chain; 60 lifting tongs for concrete guard rails; and 120 pairs of adjustable snowshoes for snowplows. Almost one-third of this work was provided by private contractors. The facility also finalized a modular block manifold type hydraulic system, utilizing solenoids to operate hydraulic functions instead of levers and linkages.

The highway fleet was maintained and serviced in 44 garages throughout British Columbia.

MARINE SERVICES

Marine service was provided on 17 routes with a fleet of seven certified vessels, six reaction ferries, four aerial ferries (for winter use), and four cable ferries. In addition, two subsidized ferries, three tugboats, and four portable barges were in use.

Following the successful conversion of *MV Klatawa* to natural gas, her sister ship *MV Kulleet* was also converted. These conversions have resulted in significant fuel savings.

To comply with amendments in the *Canada Shipping Act*, changes to lifesaving equipment were made aboard *MV Omineca Princess*, *MV Balfour*, *MV Anscomb*, and *MV Galena*.

A total of 2,763,484 vehicles, and 5,402,688 passengers were carried on the fresh water fleet during the year.

The routes and ferries operating at present are as follows:

ROUTES	VESSELS
	CERTIFIED VESSELS
Albion–Fort Langley	Klatawa
	Kulleet
Balfour–Kootenay Bay	Anscomb
	Balfour
Francois Lake	Omineca Princess
Shelter Bay–Galena Bay	Galena
Needles–Fauquier	Needles
	CABLE FERRIES
Arrow Lake–West Arrow Park	Arrow Park Ferry
Columbia River at Castlegar	Castlegar Ferry
Kootenay River at Glade	Glade Ferry
Kootenay River at Harrop	Harrop Ferry
	REACTION FERRIES
Fraser River at Big Bar	Big Bar Ferry
Fraser River at Lytton	Lytton Ferry
Fraser River at Marguerite	Marguerite Ferry
North Thompson River at Little Fort	Little Fort Ferry
North Thompson River at McLure	McLure Ferry
Skeena River at Usk	Usk Ferry
	SUBSIDIES
Barnston Island on Fraser River	Barnston Island Ferry
Shuswap Lake Ferry Service	Shuswap Ferry

RECORD OF FERRY TRAFFIC, FISCAL YEAR 1987-88

Route Name	Leg Trips	Passengers Not Drivers	Including Drivers	Total Vehicles	Autos	Trucks	Danger-ous Cargo	Logging Trucks	Recreation Vehicles	Semis	Motor Bus	Motor-Cycles	Other
Albion Fort Langley	60,042	978,614	2,160,193	1,181,579	1,115,206	33,226	—	—	2,253	8,619	278	21,743	254
Arrow Lake (Upper)	13,199	149,284	272,523	123,239	92,714	8,935	627	1,054	10,504	5,590	121	1,511	2,183
Arrow Lake	20,764	21,986	45,079	23,093	19,338	1,999	3	406	876	325	4	47	95
Barnston Island	70,266	109,782	213,837	104,055	64,906	33,531	126	66	613	2,014	1,246	1,163	372
Big Bar	3,088	2,715	4,575	1,860	62	1,208	119	—	11	35	—	174	251
Castlegar	80,506	401,498	912,145	510,647	326,360	176,083	101	50	1,132	2,192	1,105	3,461	163
Francois Lake	16,782	165,726	325,848	160,122	130,336	13,243	1,100	7,429	4,095	3,170	199	281	269
Glade	88,162	85,335	192,239	106,904	103,264	718	17	1	201	13	1,460	928	302
Harrop	94,594	124,244	293,693	169,449	158,714	3,279	163	22	1,235	362	1,551	931	3,192
Kootenay Lake	9,196	179,348	336,431	157,083	82,468	50,819	—	1,657	8,922	10,395	299	2,514	9
Little Fort	16,654	14,139	22,499	8,360	2,323	4,941	198	2	300	56	6	202	332
Lytton	28,172	61,694	97,580	35,616	12,457	20,755	5	2	11	96	1,630	259	401
Marguerite	15,233	14,523	25,428	10,905	3,091	7,497	6	1	75	145	2	37	51
McLure	12,596	11,820	22,577	10,757	4,345	4,629	—	5	562	420	9	502	285
Needles	28,780	284,433	427,938	143,505	117,690	6,945	375	1,727	10,491	2,045	621	1,852	1,789
Shuswap Lake (Subsidy)	259	564	1,354	790	120	447	—	—	24	89	6	—	104
Usk	26,693	33,229	48,749	15,520	9,779	5,480	9	—	—	—	2	223	27
Totals	584,986	2,638,934	5,402,688	2,763,484	2,243,173	373,735	2,849	12,422	41,305	35,566	8,539	35,828	10,079

COMMUNICATIONS

The focus of the Communications Section during the year was the upgrading of existing radio systems and equipment to improve overall radio communications reliability. The mobile radio trunking system serving Region 1 and Region 6 was reorganized to terminate directly at Region 1 headquarters in Burnaby. In Region 2 the mobile radio repeaters serving the Coquihalla and Big Bar areas were relocated for better coverage. A temporary repeater was installed on Mt. Penask for the needs of Ministry construction crews working along the Okanagan connector between Merritt and Peachland.

Several mobile radio repeaters were relocated or added to the system in the Salmo, Greenwood, Slocan, Nakusp, New Denver, and Galena Bay areas to improve radio system performance. Telephone service was provided to the Shelter Bay and Kootenay Pass camps by installing rural radio telephone systems connecting these camps to Revelstoke and Creston respectively.

In Region 5, mobile radio repeaters were relocated to the Bear Pass area for better coverage. A new site was added to serve the Smithers area, and the repeater for Burns Lake was moved. Repeaters in the Port Hardy area were rearranged for improved coverage.

Purchasing activity was lower than in previous years. Acquisitions included 60 flagging portable radios, 50 vehicular mobile radios, 20 repeater radios, and 100 short range headset radios purchased for replacements or additional purposes.

REGIONS
1. SOUTHCOAST
2. THOMPSON-OKANAGAN
3. KOOTENAY
4. CENTRAL/NORTHEAST
5. NORTHWEST
6. VANCOUVER ISLAND
HIGHWAY
REGIONS
1
2
3
4
5
6

Ministry of Transportation and Highways District Offices

Region 1
North Vancouver
Gibsons
New Westminster
Chilliwack

Region 2
Penticton
Kelowna
Vernon
Salmon Arm
Merritt
Kamloops
100 Mile House
Lillooet

Region 3
Grand Forks
Rossland
Nelson
Creston
New Denver
Cranbrook
Fernie
Revelstoke
Golden

Region 4
Williams Lake
Quesnel
Prince George
McBride
Dawson Creek
Fort St. John
Vanderhoof

Region 5
Burns Lake
Smithers
Terrace
Prince Rupert
Dease Lake

Region 6
Saanich
Nanaimo
Port Alberni
Courtenay

HIGHWAY DISTRICT OPERATIONS

Region 1 — Lower Mainland

New Westminster District

Maintenance operations during the year focused on road surface restoration, following the heavy volumes of traffic experienced during Expo 86. Extensive grinding and paving projects were arranged throughout the district, as well as a major program of crack sealing.

A major upgrading program on the Queensborough Bridge was started. Works included repairs to sub-deck and construction joints, as well as replacement of the asphalt running deck on both curb lanes, followed by a contract for the painting of bridge rails.

A large day labour program was undertaken by the district. Projects included widening Highway 10 in Cloverdale to four lanes; and the installation of a polystyrene roadbase at the Kensington overpass on Route 1 to reduce a major settlement problem. Intersection improvements were completed at King George Highway at 128th Street, and 200th Street at Willowbrook Way.

Several drainage improvement projects were also completed during the year: Kingsway betweeen Edmonds and 13th Avenue; Chancellor Boulevard Acadia to Drummond; Gaglardi Way perforated pipe system; and Fraser Highway at Bertrand Creek, replacing existing multiplate culvert with twin box culverts.

Pavement recapping projects included 10th Avenue between 6th Street and McBride Boulevard, and Highway 7A between Willingdon and Howard Avenues. A Bailey bridge was erected over the Nicomekl River to provide more northbound lane capacity on the King George Highway for the morning rush hour.

Chilliwack District

During the year, efforts were concentrated on upgrading and improving connecting highways and feeder roads. A four-laning construction project was started on Highway No. 3 in the "Burn Area" and is targeted for completion in 1989/90.

With the announcement to privatize all highway maintenance operations, new challenges came into focus to restructure the financial and operational systems.

North Vancouver District

Once again, a mild winter precluded many problems experienced in the district in previous years such as rock slides and flooding. Major bridge projects at Strip, Lonetree, and Loggers Creek on Highway 99 between Horseshoe Bay and Brittania Beach began early in the year.

Red Bridge, spanning the Lillooet River on the Pemberton Portage Road, was opened to the public. Other projects included graded aggregate seals on Bowen Island and Ryan Creek Bridge; approaches in Pemberton; chain link fencing along Highway 1; and bridge handrail galvanizing.

Gibsons District

Capital projects resulted in improvements to several hazardous areas such as left turn slots at Highway 101 and Roberts Creek Road, and Billies Bay Road realignment on Texada Island. Highway 101 improvements were continued from Saltery Bay to Powell River, including widening ditching and base repair.

Region 2 — Kamloops-Okanagan

Kamloops District

The winter was very mild again and resulted in less plowing, sanding and ice blading. Salt use and patrolling, on the other hand, increased.

The Barriere North Thompson Bridge No. 0099 had extensive work done to the stream channel. The Kamloops East Red Bridge No. 2487 had extensive structure repairs and a redecking.

The Little Fort reaction ferry was shut down due to ice for most of January and February 1988, during which time the aerial ferry was in operation. The McLure ferry was also down due mainly to ice for all of January, February and March.

Salmon Arm District

Maintenance funding provided for machine paving of 1.91 km of road and 3.26 km of miscellaneous machine pavement patching.

Through the combined funding of our minor betterment program, 24.15 km of road was upgraded and regravelled with a number of miscellaneous roads being ditched and brushed.

Winter maintenance was moderate with no substantial snow falls until late December, diminishing to the isolated snow fall in late February.

Project funding allotted $1.1 million which provided for reconstruction and upgrading of approximately 12 km of road for various sections on the Chase-Falkland, Sorrento-Eagle Bay, Squilax-Anglemont, Kamloops-Shuswap, Barnhartvale, and Tappen-Notch Hill Roads.

Capital funding provided for the replacement of Charcoal and Forestry Cabin bridges on the Chase-Falkland Road with prestressed concrete stringer bridges.

Vernon District

With an average snowfall for 1987/88 winter maintenance, employing shift systems was of a good standard with no major difficulties encountered. A total of 996,025 litres of Magnesium Chloride was used in all four foreman areas.

Major reconstruction, gravelling and surface treatment was carried out on six roads in the district.

The Guardrail program continued from the previous year with 540 metres being placed on various bridge approaches through the district.

Kingfisher Bridge on Enderby-Mable Lake Road was completed including the new deck, approaches and railings.

Penticton District

An extensive program of brushing was carried out in order to improve road visibility in several areas. Shoulder widening and restabilization projects were completed in the Keremeos and Princeton areas as part of the maintenance program.

Winter maintenance requirements were light to normal in all areas.

Major reconstruction of Highway 97 from Penticton to Summerland continued this year, with grade construction completed and paving well underway. Approximately 7.2 km of 4-lane roadway was completed.

Merritt District

Summer maintenance was increased on some roads due to the large influx of visitors to and through the Nicola Valley using Phase I of the Coquihalla Highway. Highlight of the summer was the official opening of Phase II of No. 5 Coquihalla Highway on September 4, 1987. The first official vehicles on the road was a cavalcade of over 200 bicycles participating in the 1st Coquihalla Challenge Bicycle Race.

A total of 2,200 deer reflectors were installed along Highway 5 Coquihalla Phase I.

The construction and grading of the Britton Creek and Zopkios rest areas on the Coquihalla Highway was undertaken as well as further work on the Phase III, Okanagan Connector, Tote Road for other Branches of the Ministry.

The old No. 2208 Patchett Bridge, log stringer, was replaced with a new concrete box beam stringer structure with the new approaches being sealcoated. No. 6539 Queen Bridge was removed and replaced with 2 large culverts. Major rebuild of the Lytton Ferry ramp was undertaken with new steel substructure and decking installed.

Avalanche Control Activities

The winter of 1987/88 was near average for precipitation and snow depth and below average for avalanche activity. There were 13 avalanche cycles consisting mostly of direct action, usually triggered by warming temperatures.

Lillooet District

Due to increased heavy logging traffic, emphasis was placed on road base stabilization and treatment with magnesium chloride dust palliative. The mild winter resulted in less than average snowfalls and the Avalanche Program recorded only four closures on No. 99 Duffey Lake Road and none on No. 40 Lillooet-Pioneer Road.

A single span concrete box beam structure was constructed at Steep Creek on Duffey Lake Road, downstream from the existing bridge. Approaches will be completed next year. A Bailey/Acrow Panel was installed at Roger Creek on the Lillooet-Pioneer Road to replace the existing bridge which was damaged by a mud and debris slide. In April 1987, Bridge No. 0639, Goldbridge, collapsed with a semi-lowbed hauling a dozer. The bridge was destroyed and was replaced with a 53.9 metre long Bailey/Acrow Panel structure. In

October 1987, Gun Creek Bridge was struck by a logging truck. The bridge was removed and replaced with a 30 metre long Bailey/Acrow Panel structure.

100 Mile House District

The continued dry weather resulted in a relatively mild winter, with above average temperatures and below normal snowfalls. Chemical usage was above normal due to constant freeze-thaw cycles.

District Crews replaced Sellars Bridge No. 7523 with a two span concrete Box Beam Structure, 24 metres in length.

The Big Bar reaction ferry continued operation from spring to late fall. Pedestrian service was provided by aerial ferry over the winter.

Kelowna District

The spring of 1987 brought a relatively dry year with no major flooding problems experienced.

An extensive ditch cleaning program was carried out in all areas to improve drainage.

A slightly milder than usual winter resulted in routine winter maintenance being carried out in all areas without any major problems being encountered.

The Lodge Road project in the Winfield area involved upgrading 1.2 km of roadway, including reconstruction of the roadbed, installing 400 metres of storm drain and asphalt curbing and paving.

Routine bridge maintenance was performed on the district bridges with a section of the Okanagan Lake Floating Bridge deck being replaced over three consecutive weekends in April.

The Hallam Creek project on the Big White Road involved replacing an existing old wooden structure with a multiplate, channelizing and rip-rapping the creek and rebuilding the roadbed.

Region 3 — Kootenays

Nelson District

A balanced program of improvement was undertaken to augment maintenance efforts on roads and bridges. Overall snowfall was low to moderate. Maintenance rock scaling was undertaken plus a scaling contract at Cape Horn on Highway 6.

Ferries on Kootenay Lake underwent substantial refits in order to maintain reliability.

Rossland District

Maintenance of roads and bridges was conducted throughout the district. Special attention was directed to patch paving and drainage improvements.

Capital Works involved reconstruction and paving of sections of Highway 3 and 3B Junction. Deer Creek Bridge and Beaver Creek Bridge were replaced by new structures.

Grand Forks District

Grand Forks District had an active year of improvements through maintenance and capital programs.

Major improvements included curb and gutter at Greenwood Arterial, Highway 41 west of Grand Forks was repaved. Highways 3 and 395 Junction was reconstructed and paved as well as Highway 3 in the Christina Lake–Paulson Bridge areas. A section of 32 km Greenwood Spencer Hill was also paved under Paving Branch administration.

Lancashire Bridge at Midway was replaced by a new concrete box stringer structure.

New Denver District

Maintenance works were conducted with a focus on drainage improvements. Major works involved preparatory work related to the repaving of Highway 31A New Denver to Bear Lake. A total of 18 km was repaved under Paving Branch programs.

Cranbrook District

Roads throughout the district were well maintained with high priority items receiving additional attention.

3.4 km of new construction was completed. Patch paving contracts consisted of 22.5 km of single lift resurfacing.

Fencing programs consisted of 8.5 km of Schedule 2 being completed.

Paving project was completed on Cranbrook Arterial. Bridge work included replacement of McConnel Bridge, redecking of Gold Creek No. 6348 and Peavine Bridge No. 6349 was completed.

Fernie District

Maintenance activities were carried out on area roads and bridges. Concrete repairs were performed to West Fernie Bridge on Highway 3. Plans were finalized for improvements to McGinnis Hill on Highway 3 in the Crowsnest Pass.

Golden District

Works were conducted in areas of road and bridge maintenance on a priority basis throughout the district. Graded aggregate seal surfacing was applied on 7.0 km of district roads.

Major works included paving 36 km of Highway 1 Golden West, 32 km Highway 95 Edgewater to Windermere. Bridge resurfacing was carried out on Hedburg Creek Bridge. Further guardrail was placed on critical sections of Trans Canada Highway and Highway 95.

Revelstoke District

Revelstoke had an active year in both maintenance and capital works. Projects included works to clear gravel from Holdich Tunnel on Highway 23 north and shouldering on Highway 23 south.

Realignment work was undertaken on Highway 31 Galena–Trout Lake.

Paving included 18 km of Trans Canada Highway Albert Canyon to Glacier Park.

Creston District

Creston District was engaged in a variety of improvement projects as well as routine maintenance of roads and bridges.

Capital works were undertaken on surfacing, strengthening and stabilizing district roads.

Bridge projects included a new structure (Lindsay Bridge).

Seal coating was carried out on 19.9 km of district roads.

Work was also carried out on clearing of avalanche benches on the Kootenay Pass section of Highway 3.

Region 4 — Northern British Columbia

Williams Lake District

An unusually dry spring and summer led to very high uses of dust palliative in the Cariboo area, patching, crack sealing, brushing, ditching and regravelling was carried out.

Ongoing upgrading of Highway 20 took place on 2.5 kilometres near Nimpo Lake. Other notable reconstruction in the Williams Lake District included parts of Chimney Lake Road and Horsefly Lake Road.

Hagensborg Bailey Bridge over the Bella Coola River was replaced with a TDR Acrow span. On Highway 20 a pipe arch culvert was constructed to replace an aging bridge over the Dean River. A timber structure over Martin Creek at Ocean Falls was completely reconstructed.

Quesnel District

An unusually dry spring and summer led to very high uses of dust palliative in the Cariboo area, patching, crack sealing, brushing, ditching and regravelling was carried out.

Reconstruction continued on the Blackwater and Nazko Roads in anticipation of future paving. The Brownmiller Industrial intersection on Highway 97 was upgraded to permit long-load movements. Many minor reconstruction projects were done throughout the district.

A new box beam bridge was constructed to replace Miller Bridge and major repairs were performed on Gravelle Bridge, the Cinema Howe Truss and Cooper Bridge.

The reaction ferry at Marguerite was in operation from April 13 to October 27, 1987 with some problems late in the season due to low water levels. The aerial cage was used throughout the winter months.

Prince George District

Prince George experienced a wet spring causing washout repairs and regravelling.

Major ditch improvements and widening were undertaken on Highway 16 from Bowron River to Crescent Spur. On Highway 97 a one kilometre second southbound lane was paved south of Pacific Street. Realignment and paving were carried out on part of the Upper Fraser Road, and many minor regravelling projects were completed throughout the district.

The Cottonwood Bridge on Highway 97 north was replaced with a box beam structure. Major repairs were made to the Willow River Howe Truss and the Moxley Creek Bridge.

A new 3-bay storage building was constructed in the Slim Creek Yard, and the yard was paved.

McBride District

Patching, crack sealing, brushing, ditching and regravelling was carried out. Another mild winter was experienced throughout most of the Region, with unusually low snowfall as well. There was increased use of abrasives and de-icing chemicals due to continuous freeze-thaw cycles.

A major fencing program was completed on Highway 16. Notable reconstruction projects included Mountain View Road, Crooked Creek Road, Bell Mountain Road and Eddy Road.

Repairs to the expansion joints on Grant Brook, Fraser West, Gosnell, Lemprieri and Avola Bridges were performed.

Dawson Creek District

Extensive patching, crack sealing, brushing, ditching and regravelling was carried out.

Another mild winter was experienced throughout most of the Region, with unusually low snowfall as well. There was increased use of abrasives and de-icing chemicals due to continuous freeze-thaw cycles.

In January an avalanche blocked Highway 97 in the Pine Pass for nearly 12 hours.

A one kilometre truck route connecting Highway 97 south with Highway 97 north (Alaska Highway) was completed, including the paving of other portions of the same route. Five kilometres of new farm and settlement connector roads were constructed in addition to the regravelling of 261 kilometres of existing roads. Other notable projects included the reconstruction of 3 kilometres of the Jackfish Road and shoulder improvements between Chetwynd and East Pine on Highway 97.

Three minor bridges were replaced in Dawson Creek District, and one larger structure was renewed.

The Pouce Coupe Highways Maintenance shop (5 bays) was completed by B.C.B.C.

Fort St. John District

Patching, crack sealing, brushing, ditching and regravelling was carried out. Major flooding was experienced in the Peace River area in August, causing wide spread damage to shoulders, drainage structures and several bridges. The Federal/Provincial Disaster Assistance Program was involved.

A new Beatton River Crossing construction project was initiated with re-construction on the north side of the river. A new frontage road was constructed on Highway 97, and a large culvert was constructed to replace Paris Bridge.

Reconstruction of the Alexander Bridge was completed and several bridge decks were treated with silane sealant.

Vanderhoof District

Flooding occurred on short sections of Highway 16 due to beaver blockages causing minor delays.

Extensive patching, crack sealing, brushing, ditching and regravelling was carried out.

Vanderhoof District reconstructed the Pinchi Hill on Tachie Road northwest of Fort St. James. Upgrading of parts of Sturgeon Point and Sackner Roads was also completed.

Lower Gaffney Bridge was reconstructed while Chilco North, Larson and McLeod Bridges were replaced with large culverts.

Region 5 — Northwest British Columbia

Terrace District

A relatively mild winter, and below normal precipitation, resulted in very limited avalanche activity along Yellowhead Highway 16, although maintenance crews were kept busy controlling icy conditions. Summer maintenance consisted mainly of pavement maintenance and road base improvement.

Merkley Road was reconstructed, and traffic flow on Sande Street Overpass was improved. Milling and paving of areas of severe wheel rutting was completed.

Structural repairs were carried out on the Thornhill Creek Bridge, and approaches were constructed to three bridges. Minor alterations and upgrading of both the Aerial and Reaction Ferry were done to improve service to North Usk residents.

Burns Lake District

The Burns Lake District assumed maintenance for 37.5 km of road previously constructed by Equity Silver Ltd. The district carried out major ditching, patch paving, and seal coating programs.

Bridge crews made emergency repairs to Pleasant Valley bridge, with follow-up contract repairs of $450,000 required. A new concrete stringer bridge at Buck Creek, Buck No. 2 Bridge, was constructed during the year.

Dease Lake District

Heavy emphasis was placed on ditching and road base repair on Highway No. 37 and Telegraph Creek Road. Winter weather was normal for the area, with average precipitation and temperatures. Avalanche activity was negligible, with only three small deposits reaching the highway.

The last 7 km of Cassiar Access Road was completed. The approaches to Fourth of July Creek were reconstructed, and major regravelling was done in the Bob Quinn area.

The only major bridge project in the district involved replacing the Fourth of July Creek Bridge with twin 3 600 mm constructed in place multiplates.

Smithers District

Maintenance efforts during the year focused on maintaining the old pavement common throughout the district. Winter maintenance was routine, as a result of average snowfalls and temperatures.

Preparatory work was completed for the repaving of Highway 16 in the Kitwanga Area, and the South Hazelton streets. The Tyee-Telkwa High Road Loop was upgraded, and graded aggregate sealed. On Snake Road, Driftwood No. 1 Bridge was constructed.

Prince Rupert District

Winter weather was characterized by above normal precipitation, particularly in January. There were continuous efforts in pavement maintenance, and Highway 37 received 52 km of seal coat. Machine patching was done in various other locations.

Highway improvements were performed on Highway 37 north of Mezidian. Minor betterments were undertaken in several locations including Cannery Road and Alliford Bay. Two major construction projects, on Highway 16 along the Skeena River, were underway.

Bridge day labour efforts concentrated on the Taft Creek Bridge sub-structure construction, and the Nass River Bridge ballast wall repair.

Region 6 — Vancouver Island

Nanaimo District

Maintenance Operations during the year focused on road surface restoration. Activities such as permanent hand patching, machine patching, and seal coating were emphasized. Regravelling roads and ditching were also given high priority. A mild winter reduced the requirement for plowing and sanding well below the norm.

Roadway sections which were reconstructed and paved included South Shore Road, Renfrew Road, Kokailah Road approached to Kelvin Creek Bridge and Aulda Road. A section of Riverside Road south of Duncan, was reconstructed to a gravel grade to increase the base strength, widen and realign the roadway.

Work commenced on the Kelvin Creek Bridge replacement structure. The project was scheduled to carry over into the following year. The foundation piles, centre piles and abutments were constructed and the concrete I-beams placed this fiscal year. The TR-19 Bridge on the Pacific Rim Highway No. 4, was replaced with a large multi-plate culvert. The work also involved roadway grade and alignment changes.

Saanich District

Road surface treatment was emphasized for maintenance operations in the district. A number of roads in the district received gravel treatment and seal coating. A reduction in plowing and sanding was noted due to a mild winter.

Reconstruction and paving of roadway sections included Gillispie Road at Sooke. Anderson Road on Salt Spring Island was extended to improve traffic flow and to provide an alternate route in Ganges. Intersection improvements were carried out a number of locations in order to provide protected left turn and free right turn movements for traffic safety and an improved flow.

Also a Bailey Bridge was installed in an emergency situation to replace a failed timber structure at Pat Phillip Bridge on the Renfrew Road, Highway No. 14.

Courtenay District

Road surface activities such as machine patching, permanent hand patching and seal coating were emphasized in the maintenance operation. Ditching, brushing, and re-gravelling also received priority. The usual truck plowing, grader plowing, and sanding were well below normal due to a mild winter.

Numerous sections of roadways were reconstructed or paved this fiscal year. Upgrading continued on the Holberg Road near Port Hardy. Traffic safety was also considered by improvements to numerous intersections to allow free right turn and protected left turn movements.

TRANSPORTATION POLICY

TRANSPORTATION POLICY

TRANSPORTATION POLICY BRANCH

The Transportation Policy Branch develops transportation policy options and assesses federal initiatives affecting British Columbia. The Branch also provides financial assistance for improvements to community airports, and for certain services operated by the British Columbia Railway Company.

Through the Air Transport Assistance Program, $2,966,592 in grants was provided for improvements to airports at 30 communities throughout the Province. A further $210,670 was allocated to administration and overhead.

A total of $15,650,000 was provided to the British Columbia Railway for rail passenger service and the Fort Nelson Extension. This assistance was used to offset operating losses, rehabilitate passenger cars, and make track improvements on the extension.

AIR TRANSPORT ASSISTANCE PROGRAM — SUMMARY OF AIRPORT ASSISTANCE PROJECTS, 1987-88

Project	Description	Electoral District	Recipient	$
A-0492	Administration and overhead, (Air Transport Assistance Program)	Headquarters	N/A	210,670
A-1104	B.C. Aviation Council-airport owners and operations division	Headquarters	B.C. Aviation Council	38,000
A-2360	Revelstoke Airport, upgrade and pave apron area and access road	Shuswap-Revelstoke	Regional District of Columbia-Shuswap	200,000
A-2672	Tumbler Ridge Airport, continuation of runway and apron construction	South Peace River	District of Tumbler Ridge	350,000
A-3547	Village of Pemberton, installation of microwave landing system at Pemberton Airport and paving runway extension	West Vancouver-Howe Sound	Village of Pemberton	137,640
A-4179	Valemount Airport, upgrade access road	Prince George South	N/A	80,812
A-4233	Airports throughout the province windsocks distribution	Headquarters	N/A	9,962
A-4234	Qualicum Beach Airport, taxiway and apron improvements	Comox	Town of Qualicum Beach	300,000
A-4236	Powell River Airport, rehabilitate hazard beacons	Mackenzie	District of Powell River	25,000
A-4653	Salmon Arm, floatplane base construction and installation of navigational aids	Shuswap-Revelstoke	District of Salmon Arm	210,000
A-4710	Pemberton Airport, air terminal building design and engineering	West Vancouver-Howe Sound	Village of Pemberton	50,000
A-4711	Anahim Lake Airport, runway extension and drainage improvements	Cariboo	Regional District of Cariboo	198,260
A-4719	Kitimat Airpark, runway upgrading	Skeena	District of Kitimat	100,000

AIR TRANSPORT ASSISTANCE PROGRAM — SUMMARY OF AIRPORT ASSISTANCE PROJECTS, 1987-88 — *Continued*

Project	Description	Electoral District	Recipient	$
A-4730	Road River, emergency airstrip	North Peace River	Toad River Area Club	35,000
A-4749	Masset, construction of new community airport	Prince Rupert	Village of Masset	300,000
A-4753	Zeballos, float for seaplane base	North Island	Village of Zeballos	50,000
A-4792	108 Mile, extend paved runway at the 108 Mile Airport	Cariboo	Regional District of Cariboo	49,994
A-4798	Airport on Lelu Island, Port Edward, economic feasibility study	Prince Rupert	Village of Port Edward	15,000
A-4822	Courtenay Airpark, realign runway	Comox	City of Courtenay	350,000
A-4869	Crush and stockpile gravel for Kaslo Airport sealcoat project	Nelson-Creston	N A	23,925
A-4877	Bridge River Valley Flying Association development of airstrip at Gold Bridge	Yale-Lillooet	Bridge River Valley Flying Club	40,000
A-4878	Vernon-Airport development plan lighting system design	Okanagan North	City of Vernon	50,000
A-4879	Vanderhoof — runway paving extension	Omineca	District of Vanderhoof	10,000
A-4881	Masset Airport — runway base	Prince Rupert	Village of Masset	50,000
A-4882	Bella Bella — Campbell Island — runway upgrading	Mackenzie	First Citizens Fund	50,000
A-4884	Oliver Airport — surveying and taxiway construction	Boundary-Similkameen	Village of Oliver	50,000
A-4885	Houston Airport — runway paving preparation	Omineca	District of Houston	50,000
A-4886	Houston Airport — airport drainage system extension	Nelson-Creston	City of Nelson	50,000
A-4887	Regional District of Kootenay Boundary — engineering study at Trail Airport	Rossland-Trail	Regional District of Kootenay	20,000
A-4888	Village of Alert Bay — extend runway	North Island	Village of Alert Bay	30,000
A-4889	Bella Bella — Denny Island Airport Society — complete power line	Mackenzie	Denny Island Airport Society	43,000
				3,177,262

MOTOR CARRIER BRANCH

The activities of this Branch are recorded in the Annual Report of the Motor Carrier Commission published under separate cover.

FINANCIAL ASSISTANCE TO THE BCR

Passenger Service	
Operating assistance	2.50 million
Car upgrading program	1.80 million

Fort Nelson Extension	
Operating assistance	4.15 million
Rehabilitation	7.20 million
Total	$15.65 million

CONTRIBUTION TO THE BRITISH COLUMBIA FERRY CORPORATION

The Transportation Policy Branch administers a contribution to the British Columbia Ferry Corporation, including lease payments and related administrative costs for ferries leased to and operated by the Corporation. Total expenditures in the 1987/88 fiscal year amounted to $61,822,700. This total is broken down as follows: operating costs, $2,900; asset acquisition, $4,819,800; and grants and contributions, $57,000,000.

ENGINEERING AND INSPECTION

Major activities for the year included:

1. Processing submittals and conducting inspections in the largest single season expansion undertaken by one ski area in North America at Blackcomb: three high speed quad detachables, one triple chairlift modification, one double chairlift relocation, one glacier T-bar, and one handle tow.
2. Initial approval processing for two 10/12 passenger highspeed gondolas for Whistler Mountain Ski Corp. This is a first for North America.
3. Approvals processing for 95 km of gas gathering lines in the Kelly-Noel gas field for Canadian Hunter.
4. Pacific Northern Gas relocation of its main line across the Copper River to avoid further problems with washouts.
5. Extensive participation in a complete review/rewrite of the CSA Z98 passenger ropeway code.
6. Aitken Creek gas reinjection project at Aitken Creek by Unocal Canada Ltd.
7. Inspections began for the Phase IIa SkyTrain extension to Surrey.

NATIVE AFFAIRS SECRETARIAT

NATIVE AFFAIRS SECRETARIAT

The Native Affairs Secretariat was created at the Premier's direction towards the end of the 1986-87 fiscal year, under the responsibility of the Ministry of Intergovernmental Relations. The mandate of this Ministry was reassigned during government restructuring and the Honourable Stephen Rogers retained responsibility for the Secretariat in his new role as Minister of Transportation and Highways.

In fiscal year 1987-88, the Cabinet Committee on Native Affairs, which had just been established, toured the Province to hear the concerns of Indian bands, tribal councils and other Native organizations, and to bring back those concerns for the attention of cabinet.

MANDATE OF THE SECRETARIAT

The Native Affairs Secretariat's mandate was to represent the interests of Native people by supporting the Cabinet Committee in:

- establishing ongoing consultative mechanisms with Native people;
- providing interministerial and federal/provincial coordination of service delivery;
- negotiating self-government arrangments with Native communities; and
- developing and recommending new provincial policies.

CONSULTATION AND COORDINATION

In its early days, the Secretariat had contact with only a few Native groups. Before the end of the year, it had regular contact and working relationships with at least half the Province's 197 bands and 32 tribal councils and was continuing to establish new contacts.

The Secretariat worked with Native people to assist in the successful negotiation of a number of outstanding issues. Increasingly, it was called on by both Native groups and other government agencies to assist in negotiations and with the development and administration of policies and programs for Native people.

In addition to providing direct support to the Cabinet Committee, the Secretariat was responsible for administration of the *Indian Cut-Off Lands Dispute Act* and for encouraging economic and social development for Native people through disbursements from the $25 million First Citizens' Fund.

DISPUTE RESOLUTION AND SELF GOVERNMENT

Under the *Indian Cut-Off Lands Dispute Act*, the Secretariat continued to pursue the Province's policy of settling 22 "cut-off land claims" resulting from wrongful "cutting off" of reserve lands more than 70 years ago. Between 1982 and the end of fiscal 1987-88, 12 claims were settled and negotiations were initiated by the Secretariat on three more.

Negotiations also began with the Ingenika Indian Band to resolve long-standing settlement and economic problems related to the flooding of their traditional lands by the Williston Lake Reservoir in 1968.

Historic self-government arrangements were concluded with the Sechelt Indian Band during 1987-88. These arrangements are considered to be one of the most far-reaching Native self-determination initiatives in Canada.

FIRST CITIZENS' FUND

Interest from the First Citizens' Fund, a $25 million perpetual fund established by Government in 1969, continued to support social, educational and economic development opportunities for Native Indians in 1987-88.

Forty-eight student bursaries, totalling $34,400, were awarded to Native students enrolled in (minimum) two-year, post-secondary programs.

Grants totalling $53,600 were awarded under the First Citizens' Fund Economic Development Program.

In December 1987, legislation governing the First Citizens' Fund was amended to pave the way for a business loans program to replace much of the grant system. Treasury Board approved $1 million annually for implementation. During 1987-88 fiscal year, work proceeded on development of this program.

MOTOR VEHICLE DEPARTMENT

MOTOR VEHICLE DEPARTMENT

The Motor Vehicle Department provides for the administration of the laws, regulations, and policies governing the operation or motor vehicles and equipment in accordance with provisions of the *Motor Vehicle Act*, the *Commercial Transport Act*, the *Motor Vehicle (All Terrain) Act*, and the *Highway (Industrial) Act* and accompanying regulations.

Activities of the Department are dealt with in the following sections:

Administration and Safety Branch
Vehicle and Driver's Licensing Branch
Standards and Compliance Branch
Summary of Revenue Collected All Sources for the Licence Period January 1 to December 31, 1987
Summary of Revenue Collected *Motor Vehicle*, *Commercial Transport* and Motor Vehicle (All Terrain) Act, Fiscal year ending March 31, 1988
Motor Vehicle Accident Frequencies — January 1, 1987 to December 31, 1987
Analysis of Drivers Licensed by Classification — January 1, 1987 to December 31, 1987.

ADMINISTRATION AND SAFETY BRANCH

The Administration and Safety Branch is responsible for Road User Safety, and the Transport of Dangerous Goods Programs. It also looks after the general administrative functions of the Superintendent of Motor Vehicles' office.

The Branch distributed road safety literature to the general public and interested organizations, and provided grants to Safety Councils to promote road user safety. Correct use of child safety seats was demonstrated at a trade show, "Babies in the 80's and Kids", and child restraint legislation was distributed.

All designated Dangerous Goods Inspectors received additional training during the year.

In 1987, a total of 622 accident fatalities was recorded. This was an increase of 1% over the previous year.

Once again, the Annual Motor Vehicle Statistical Analysis Report was widely distributed.

The Internal Audit Section completed audits of 75 appointed agents, 33 motor licence offices, 31 weigh scales, and two Government Agents during the year. Program reviews were conducted on the Commercial Vehicle Inspection Program, and Revenue Records computerization.

VEHICLE AND DRIVERS LICENSING BRANCH

This Branch examines drivers and issues drivers' licences and British Columbia Identification Cards; administers the driver medical review program, and the driver improvement program; compiles traffic accident reports; maintains driving records and licenses driver training schools and instructors.

Motor licence issuing offices are situated in 33 locations throughout the province, and there is one permanent examination centre.

Original driver licences issued during 1987 totalled 86,591, an increase of 10.5% over the previous year. B.C. Identification Cards issued during the year totalled 18,389, an increase of 7.7%.

The number of licensed drivers in British Columbia as of December 31, 1987, was 2,397,028, an increase of 3% over the previous year.

The Vehicle Licence Division controls the issuing of 116 outlets throughout the province, and indirectly controls the licensing done by I.C.B.C.'s 660 offices.

The number of vehicles licensed as of December 31, 1987 was up by 65,244 to a level of 2,013,640. This total includes trailers, motorcycles, passenger and commercial vehicles.

The first phase of a computerized inventory allocation and revenue accounting system was introduced towards the end of the year. In May, 1987, it became possible to purchase vehicle licences and insurance for recreational and designated commercial vehicles for terms of six to eleven months. This program will be expanded to other types of vehicles in 1988.

STANDARDS AND COMPLIANCE BRANCH

As a precondition for receiving a school bus permit, all school buses must be inspected by the Vehicle Inspection Division to ensure that standards of construction, safety, health and repair are being met. During 1987, 3,451 school bus permits were issued, of which 2,979 were renewals and 472 were new permits. Of the permits issued, 114 were cancelled.

In 1987 there were 147 reportable school bus accidents, in which there were 74 injuries and one death. Of the injured, there were 42 persons injured as school bus occupants, including four drivers.

The Commercial Vehicle Inspection Program was introduced in October, 1986, and has achieved favourable results. From October, 1985 to September, 1986 there were 6,359 reportable accidents involving heavy commercial vehicles and taxis. Over the same period following the introduction of the inspection program, there were 257 less accidents, or a total of 6,092.

During 1987 there were 738 semi-annual facilities licensed, and 619 preventative maintenance facilities programs were approved.

In 1987, area vehicle inspectors examined 696 vehicles, of which 495 had been involved in serious or fatal accidents. These examinations provide extensive support to enforcement agencies during formal judicial proceedings.

Some 151 roadside inspections were performed during the year, often in cooperation with the R.C.M.P. Where vehicles met Commercial Vehicle Safety Alliance requirements, a CVSA decal was issued. In random roadchecks, 7,738 commercial vehicles were checked of which 2,808 passed, 2,968 required minor repairs, and 1,962 were removed for critical mechanical defects.

Two new weigh scales were opened west of Kamloops, and replaced the single weigh scale there. This improved highway safety by eliminating the need for commercial vehicles to cross the highway to report.

During 1987 there were 2,506,864 vehicles processed at weigh scales and by portable patrols. As a result, 31,109 traffic tickets were issued, and 15,732 warnings were issued, with penalty revenue totalling $3,059,528. The Commercial Transport Division issued 134,436 permits, with revenue of $4,894,208.

Motor Vehicle Traffic Accident Frequencies – 1977 to 1987

Year	Total Vehicles Licensed During Year	Number of Accidents	Accidents Per 1,000 Vehicles Licensed	Deaths	Deaths Per 10,000 Vehicles Licensed	Injuries	Injuries Per 10,000 Vehicles Licensed
1977	not available	115,046	not available	718	not available	31,942	not available
1978	not available	112,635	not available	640	not available	33,105	not available
1979	not available	123,863	not available	738	not available	37,809	not available
1980	not available	143,577	not available	811	not available	41,500	not available
1981	not available	127,831*	not available	859	not available	44,123	not available
1982	2,331,760	111,868*	47.98	601	2.58	33,807	144.98
1983	2,339,690	102,065*	43.62	607	2.59	31,855	136.15
1984	2,366,852	98,506*	41.62	525	2.22	32,407	136.92
1985	2,413,725	102,928*	42.64	483	2.00	34,368	142.39
1986	2,483,161	113,042*	45.52	599	2.41	40,378	162.61
1987	2,556,166	114,366*	44.74	622	2.43	41,291	161.53

In 1987 there were 542 fatal accidents in which 622 victims were killed. Also, during this year 41,291 victims were injured in 29,836 casualty producing accidents.

* The number of accidents occurring between 1981 and 1987 cannot be compared to previous years because the reporting level for property damage only accidents was raised January 1, 1981 from $200.00 to $400.00. This has significantly reduced the number of accidents reported since 1981.

The figures involving vehicles licensed were recalculated for all years in 1987, based on vehicles licensed throughout the year, as opposed to vehicles licensed at December 31.

1987 Accidents and Victims by Month

Month	Accidents				Victims		
	Property Damage	Personal Injury	Fatal	Total Accidents	Personal Injury	Fatal	Total Victims
January	7,405	2,275	41	9,721	3,240	47	3,287
February	6,107	1,916	28	8,051	2,621	34	2,655
March	6,536	2,150	23	8,709	3,057	28	3,085
April	6,186	2,252	37	8,475	3,173	45	3,218
May	6,502	2,556	56	9,114	3,496	61	3,557
June	6,480	2,474	44	8,998	3,458	48	3,506
July	7,139	2,661	50	9,850	3,810	58	3,868
August	6,697	2,679	65	9,441	4,006	77	4,083
September	6,527	2,436	54	9,017	3,334	64	3,398
October	7,534	2,607	53	10,194	3,747	58	3,805
November	8,125	2,525	48	10,698	3,637	57	3,694
December	9,392	2,663	43	12,098	3,712	45	3,757
Total	84,630	29,194	542	114,366	41,291	622	41,913

Analysis of Licensed Drivers on File for 1987 — All Classifications

Age	Class 1	Class 1,6	Class 2	Class 2,6	Class 3	Class 3,4	Class 3,4,6	Class 3,6	Class 4	Class 4,6	Class 5	Class 5,6	Class 6	Learner's Licences (Class Unknown)	Total
16	—	—	—	—	—	—	—	—	—	—	17,115	202	44	4,752	22,113
17	—	—	—	—	—	—	—	—	—	—	28,188	588	65	4,478	33,319
18	3	2	—	—	39	—	—	11	10	1	31,749	1,029	68	3,806	36,718
19	109	23	6	4	104	2	1	22	152	21	32,900	1,474	76	3,000	37,894
20	182	57	29	6	163	5	1	32	329	46	33,776	2,130	74	2,488	39,318
21–25	2,673	1,049	481	169	1,890	203	91	616	4,995	931	211,838	19,055	431	8,168	252,590
26–30	5,896	2,725	1,187	516	4,370	642	305	1,688	8,946	2,107	256,429	26,406	376	4,093	315,686
31–35	6,518	3,835	1,910	884	5,377	949	590	2,479	11,086	2,970	249,798	28,851	285	2,262	317,794
36–40	6,940	2,834	2,459	855	5,387	1,064	509	1,930	10,160	2,261	231,986	21,839	135	1,204	289,563
41–45	6,714	1,624	2,186	505	4,687	806	228	938	6,742	931	185,747	10,284	39	585	222,016
46–50	5,645	895	1,746	291	3,899	535	112	519	4,190	394	142,034	5,243	29	402	165,934
51–55	4,425	530	1,372	176	3,532	429	60	346	2,582	197	122,847	3,365	21	365	140,247
56–60	3,231	321	1,007	121	3,163	309	39	205	1,861	114	118,598	2,620	23	292	131,904
61–65	1,272	104	486	47	1,921	113	8	100	774	40	90,470	1,434	21	199	96,989
66–70	582	36	319	15	997	73	3	35	585	25	119,009	1,352	18	252	123,301
71–75	77	4	62	1	187	7	2	6	177	5	77,560	593	8	83	78,772
76–80	3	—	10	—	25	—	—	—	30	1	48,427	174	7	49	48,726
81–85	—	—	1	—	4	—	—	—	7	—	27,169	29	5	7	27,222
86–90	—	—	—	—	—	—	—	—	2	—	11,401	9	3	2	11,417
91–95	—	—	—	—	—	—	—	—	—	—	4,248	1	3	—	4,252
96–105	—	—	—	—	—	—	—	—	—	—	1,253	—	—	—	1,253
Total	44,270	14,039	13,261	3,590	35,745	5,137	1,949	8,927	52,628	10,044	2,042,542	126,678	1,731	36,487	2,397,028

SUMMARY OF REVENUE COLLECTED UNDER THE *MOTOR VEHICLE ACT*, *COMMERCIAL TRANSPORT ACT* AND *ALL TERRAIN VEHICLE ACT* FOR THE PERIOD OF JANUARY 1, 1987 TO DECEMBER 31, 1987

Revenue Source

	1986	1987
	$	$
Revenue collected and reported directly to the Motor Vehicle Department	22,701,271.90	26,007,839.82
Licence Revenue accounted through the Vehicle Licence and Insurance Program by the Insurance Corporation on behalf of the Motor Vehicle Department	119,342,816.00	127,146,441.00
Total	142,044,087.90	153,154,280.82

Social Service Tax is collected on the sale of vehicles. During 1987 the amount of $31,988,964.00 was collected through the Insurance Corporation of British Columbia and accounted directly to the Ministry of Finance.

Motor Vehicle Act—*Revenue Source*

VEHICLE	1986	1987
	$	$
Licence Fees		
Passenger	48,229,226.00	50,777,983.00
Motor Cycles	746,770.00	778,970.00
Utility Trailer	2,488,315.00	2,625,208.00
Demonstration Vehicles/Motor Cycles	1,062,289.00	749,157.00
Transporter	65,964.00	58,690.00
Manufacturer	6,475.00	4,176.00
Repairman	284,284.00	198,383.00
Vintage	13,571.00	14,310.06
Dealers Interim	49,815.00	56,685.00
Personalized	341,901.00	427,083.00
Sub-total	53,288,610.00	55,690,645.06
General Fees		
New Plate Fee	1,857,660.00	2,421,544.00
Notice of Transfer of Ownership	3,913,368.00	5,417,422.00
Duplicate Certificates	567,091.00	750,194.00
New Vehicle Registration	851,327.00	1,144,464.00
Decal Replacement/Plate Substitution	226,318.00	334,907.00
Search of Vehicle Records	508,509.20	598,602.47
Plate Transfer	469,066.00	630,057.00
F R Filing Fee	19,039.54	22,739.72
Sub-total	8,412,378.74	11,319,930.19
Permit Fees		
Temporary Operation	315,281.00	314,490.34
Temporary Testing and Demonstration	514,560.00	604,830.00
Sub-total	829,841.00	919,320.34
Other		
NSF Service Charges	4,455.00	5,030.00
Special Line Charges	26,959.00	22,820.00
Suspense (not allocated)	(147.52)	683.96
Suspense (refunds)	4,114.95	4,219.73
Miscellaneous	4,135.90	10,435.69
Exchange Account	9,992.68	1,933.70
Recycling	44,491.59	36,439.84
NRCP Motive Fuel Expo	16,935.00	—
New Vehicle Information Statements	—	35.00
*Commercial Vehicle Inspection	—	311,450.85
Sub-total	110,936.60	393,048.77
Total Vehicle Revenue	62,641,766.34	68,322,944.36

1986 — CVIP was put under Commercial Transport Act in error.

Motor Vehicle Act—*Revenue Source*

DRIVERS	1986	1987
Licence Fees	$	$
Originals	5,129,477.62	6,858,372.98
Duplicates	394,800.56	589,664.96
Industrial Air Certificates	315.00	3,670.00
Driving School Licences	5,180.00	6,215.00
Sub-total	5,529,773.18	7,457,922.94
General Fees		
Identification Cards	91,426.00	138,735.00
Air Brake Manuals	27,446.00	27,197.00
Driver Examination Medical Appeals	2,350.00	2,800.00
Driver Examination Fee	1,330,780.00	1,608,638.00
Driver Record Search	24,091.14	25,492.74
Reinstatement Fees	748,425.00	883,000.00
Sub-total	2,224,518.14	2,685,862.74
Total Driver Licence Revenue	7,754,291.32	10,143,785.68
Total *Motor Vehicle Act*	70,396,057.66	78,466,730.04

Commercial Transport Act—*Revenue Source*

	1986	1987
Licence Fees	$	$
Commercial	56,371,113.00	58,551,167.00
Trailers	452,328.00	638,483.00
Trailer Floater	617,234.00	546,788.00
Prorate and Reciprocity	2,742,460.32	2,886,057.87
Special Agreement Licences	62,676.00	65,775.00
Sub-total	60,245,811.32	62,688,270.87
General Fees		
New Plate	581,971.00	752,681.00
New Vehicle Registration	244,536.00	341,292.00
Decal Replacement/Plate Substitution	53,668.00	95,443.00
Sub-total	880,175.00	1,189,416.00
Permit Fees		
Temporary Operation	328,214.94	349,394.66
Temporary Testing and Demonstration	197,472.00	219,971.00
Non Resident Commercial	1,769,786.00	1,872,190.00
Oversize/Overweight and Highway Crossing	2,616,920.29	2,746,122.84
Commercial Trans Trust Account	65,190.00	21,700.00
Sub-total	5,079,987.23	5,192,551.50
Commercial Vehicle Inspection	254,433.82	—
Total Commercial Transport Act	66,460,407.37	69,070,238.37

All Terrain Vehicle Act—*Revenue Source*

	1986 $	1987 $
Registration Fee	4,661.00	8,323.00
Sub-total	4,661.00	8,323.00
Total All Terrain Vehicle Act	4,661.00	8,323.00
Total Motor Carrier Act	3,194.00	1,717.00

Summary of Revenue

Motor Vehicle Act	70,396,057.66	78,466,730.04
Commercial Transport Act	66,460,407.37	69,070,238.37
All Terrain Vehicle Act	4,661.00	8,321.00
Motor Carrier Act	3,194.00	1,717.00
Sub-total	136,864,320.03	147,547,008.41
Total	136,864,320.03	147,547,008.41

Other Revenues collected by the Motor Vehicle Department in conjunction with the licensing programs on behalf of the Ministry of Finance and the Insurance Corporation of British Columbia.

Ministry of Finance

Social Service Tax Act	1,864,055.45	2,003,288.56
Motive Fuel Use Tax Act	518,050.29	524,321.18
Sub-total	2,382,105.74	2,527,609.74
Insurance Corportation of British Columbia	2,797,662.13	3,079,662.67
Sub-total	2,797,662.13	3,079,662.67
Total Other Revenues	5,179,767.87	5,607,272.41
Total Revenue Collected	142,044,087.90	153,154,280.82

Other Ministries — *Revenue Sources*

The following reflects the type of revenue collected in conjunction with the vehicle licencing programs and transferred to the Ministry responsible.

	$
Ministry of Finance	
Social Service Tax	2,003,288.56
Motive Fuel Use Tax	524,321.18
Sub-total	2,527,609.74
Ministry of Consumer and Corporate Affairs	
Lien Searches	70,579.50
Sub-total	70,579.50
Insurance Corporation of B.C.	
Insurance Premiums	3,030,293.00
Debt Collection	49,369.67
Sub-total	3,079,662.67
All Ministries	
Recycling	36,439.84
Sub-total	36,439.84
Total Other Ministries	5,714,291.75
Grand Total	153,154,280.82

REFUNDS

Legislation provides for the refunding of licence fees where licence plates are surrendered to the Superintendent. A person who was allocated motor vehicle licence plates for use on a vehicle registered in his name can, upon disposal of the vehicle, retain, destroy or attach the number plates to a substitute vehicle, or surrender them to the Superintendent, together with an application for refund of fees.

Refunds for motor vehicle licence plates are granted on the basis of the unexpired portion of the licence year, but no refund is made of an amount less than $5.

On reassignment of the motor vehicle plates to a substitute vehicle, no refund is granted if the combined licence and insurance fee is less than $5.

The following summary sets out the amount of money refunded for the 1987 calendar year.

1987 Refund Statistics—January 1, 1987 to December 31, 1987

Type of Refund	Number	Amount $
General Refunds		
Motor Vehicle Act		
Passenger Vehicles	58	936.00
Drivers	183	1,938.30
MVD Code Suspense	517	4,240.43
Monthly % ICBC	12	3,602,525.00
Search Fees	170	1,410.72
Search Fee Accounts	188	17,869.48
Personalized Number Plates	247	12,035.00
Reinstatement Fees	1	250.00
Financial Responsibility	72	962.36
Motor Vehicle Inspection	164	10,387.00
ICBC Debt Coll. Batches	121	50,386.26
Medical Appeals	38	1,900.00
Foreign Exchange	—	—
Dishonoured Cheques	2	32.00
Dishonoured Cheque Fee	2	20.00
ICBC Permit Trans.	29	854.00
Miscellaneous Revenue	91	5,050.00
Driving School Trust Account	2	1,000.00
Total	1,803	3,711,546.55
Commercial Transport Act		
Commercial Vehicles	145	19,787.67
Monthly % ICBC	12	2,761,469.00
Prorate Fees	281	119,315.99
Weigh Scale	3	954.00
Weigh Scale Trust Account	29	14,896.82
ICBC Permit Trans.	—	—
Total	470	2,916,423.48
MV (All Terrain) Act		
Permits	10	60.00
Total	10	60.00
Grand Total (All Acts)	2,408	6,628,030.03

Licensed Vehicles During 1987

	1986	1987	Increase	%
Passenger Vehicles	1,571,039	1,627,935	56,896	3.62
Commercial Vehicles:				
Regular Commercial	537,017	547,750	10,733	2.00
(A) Farm Trucks	23,052	23,629	577	2.50
(F) Farm Tractors	231	242	11	4.76
(P) Prorate	4,648	4,642	(6)	(.13)
(T) Logging	3,238	3,444	206	6.36
(X) Industrial	5,792	6,286	494	8.53
TOTAL COMMERCIAL	573,978	585,993	12,015	2.09
Commercial Trailers	44,362	44,984	622	1.40
Utility Trailers	216,082	220,447	4,365	2.02
Motor Cycles	77,700	76,807	(893)	(1.15)
TOTAL VEHICLES	2,483,161	2,556,166	73,005	2.94

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